McCARTNEY LIBRARY
GENEVA COLLEGE

What M/W Union Plans for '59

May 4, 1959

RAILWAY AGE *weekly*

Men Who Built The Future of American Railroads

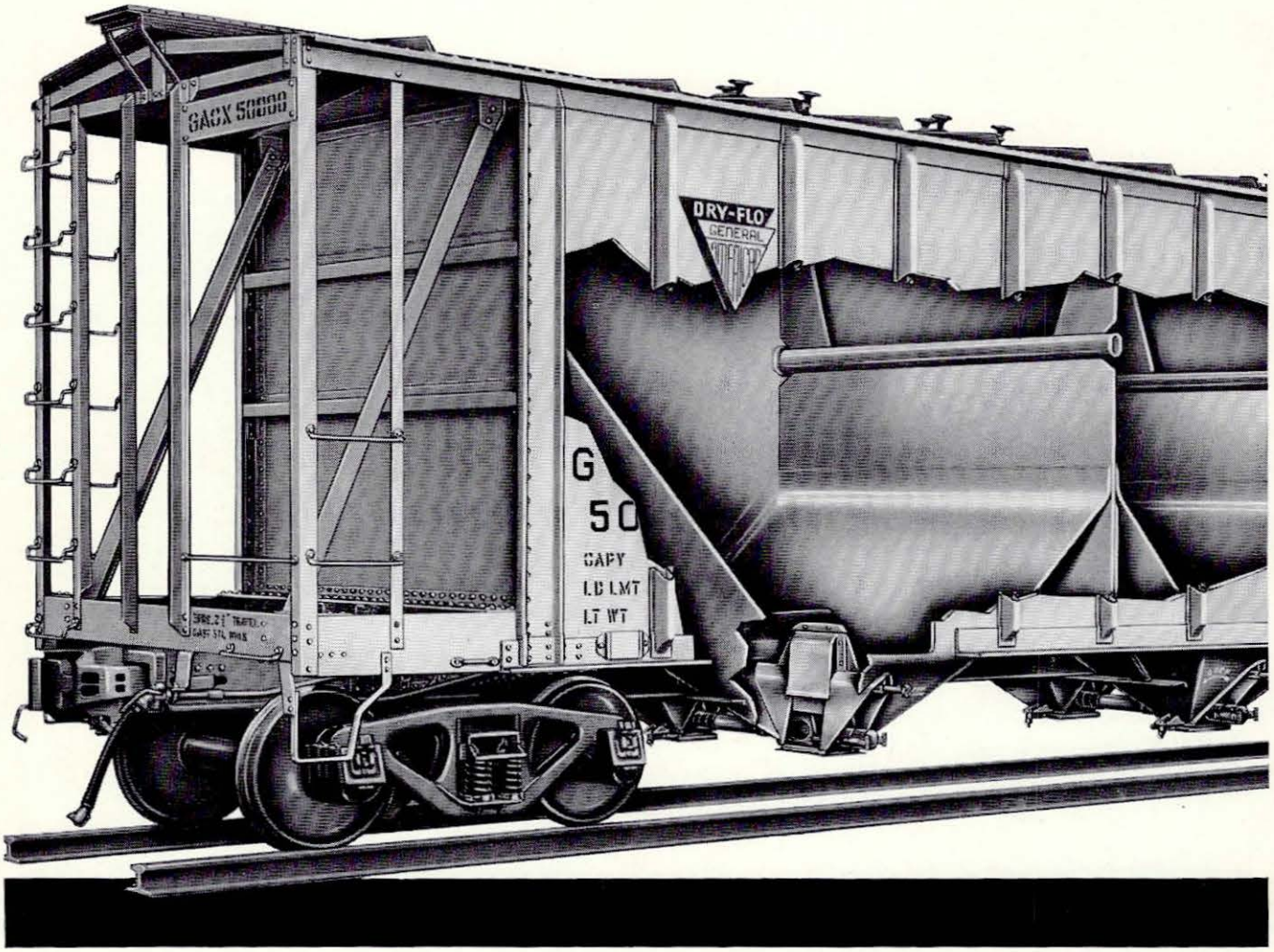
On this front cover, we have shown many railroad executives who have dedicated their talents and energies to the greater good of American railroading.

It is fitting that one of the subjects in this series should be Paul R. Turner, one of the founders of Electro-Motive now retired after 33 years as a sales executive. The successful development and application of the Diesel locomotive was due in great measure to his far-sighted understanding of what this new tool could do for the railroad industry. Certainly no one has been more enthusiastic about the Diesel's potential nor done more to carry the Diesel message to railroad executives.

We of Electro-Motive salute Paul Turner for his contributions to the cause of railroading. We feel sure that his many friends in the industry join us.

ELECTRO-MOTIVE DIVISION · GENERAL MOTORS

smooth interiors of DRY-FLO* CAR



eliminate hangup points!

• Exterior carlines make possible a smooth ceiling. Hopper corners are rounded to a 2½″ radius to allow perfect discharge of lading.

• You can unload the DRY-FLO car pneumatically or mechanically. Greater clearance above rails accommodates all types of unloading equipment at rail siding or team track.

• All-welded construction makes application of interior coating easy when needed.

Competitive in price with other covered-hopper cars! do so much more!

*Patent Rights Reserved

DRY-FLO CAR DEPARTMENT

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street • Chicago 90, Illinois
In Canada: Canadian General Transit Co., Ltd., Montreal
Offices in principal cities

These roads save with Bethlehem heat-treated rails...

Each of these roads has been methodically testing Bethlehem heat-treated rails. The results? Much longer rail life! One road reports that Bethlehem heat-treated rails outperformed standard control-cooled rails as much as 4½ times.

Of course, the same figure might not hold for your railroad. Too many variables enter in—rail section, grades, superelevation, speeds, traffic tonnage—to predict anything specific. But the potential should certainly encourage you to test Bethlehem heat-treated rails yourself.

We'll help you test heat-treated rails

We'll be glad to assist in any such tests, with on-the-spot technical service. Our engineers are ready and willing, even to helping you select the test location. First step: just get in touch with any Bethlehem office. Or drop a line to the address below.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA. On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation
Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM STEEL

BETHLEHEM STEEL

Highway Crossing Signal Control with no insulated rail joints

now possible with new UNION AFO circuit

NOW YOU CAN INSTALL highway crossing signals without insulated rail joints and without disturbing your present signaling system.

This new UNION Audio Frequency Overlay circuit (AFO) can be superimposed on any existing track circuit —AC, DC or coded—without mutual interference. It is especially desirable for use with welded rail because it eliminates the need for cutting the rail. It can also be arranged to bridge insulated rail joints already in the track circuit.

The UNION AFO electronic equipment features the use of hermetically sealed junction transistors throughout, eliminating all vacuum tubes, and is designed to operate from the standard 10 or 12-volt battery supply. Ask our district sales representatives, in any of the offices listed below, for detailed information.

"Pioneers in Push-Button Science"

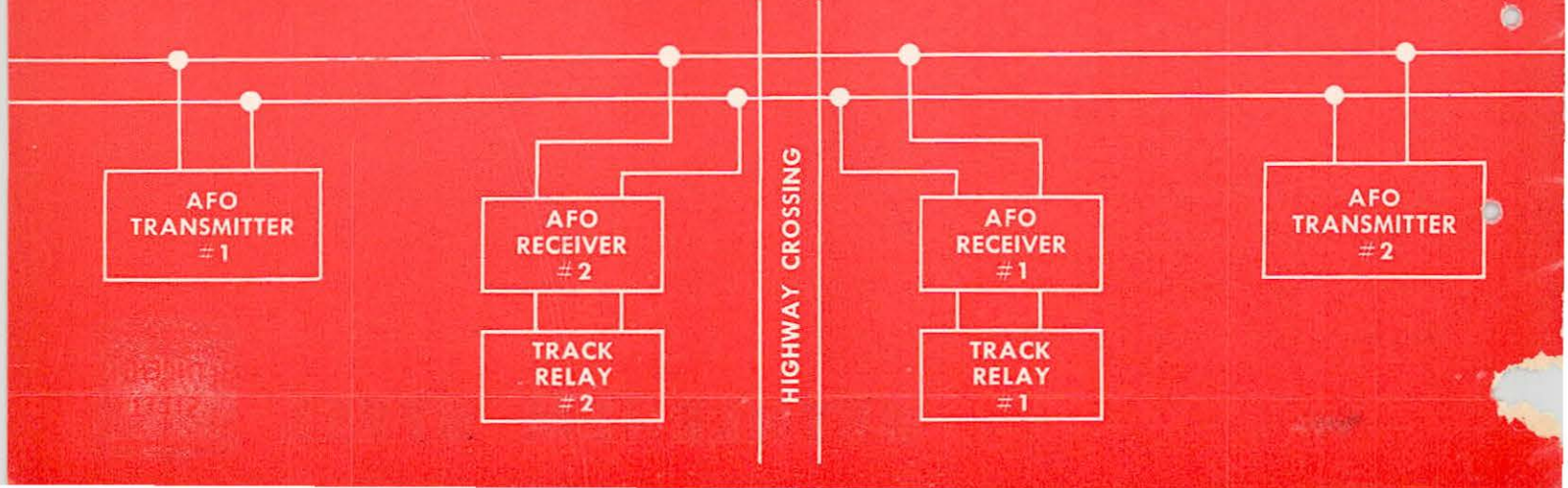
UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK • PITTSBURGH • CHICAGO • SAN FRANCISCO

TRACK LAYOUT



RAILWAY AGE *weekly* May 4, 1959 • Vol. 146, No. 18

Week at a Glance

Departments

Current Publications 26
Current Questions 25
Dividends Declared 35
Freight Car Loadings 31
New Equipment 31
People in the News 35
Railroading After Hours 16
Railway Market 31
Supply Trade 35
The Action Page 38
Watching Washington 10
You Ought to Know 36

• Editorial and Executive Offices
New York 7, 30 Church St.

JAMES G. LYNE, Editor
ROBERT G. LEWIS, Publisher
Executive Editor .... Joe W. Kizzia
Managing Editor .... Fred C. Miles
News Editor ..... Luther S. Miller
Traffic-Transportation .. G. C. Hudson
Mechanical
C. L. Combes F. N. Houser, Jr.
Signaling & Communications
Robert W. McKnight Robert J. Barber
Associate Editors
R. H. Craib Harry M. Grayson, Jr.
Librarian ..... Edith C. Stone
Editorial Assistant .... June Meyer
Art Director .... Russell F. Rypsam
Design and Layout .. Joel Petrower

• Chicago 3, 79 West Monroe St.
Western Editor .. Wallace W. Abbey
Regional News ..... Gus Welty
Mechanical .... Norman E. Gillespie
Engineering ..... M. H. Dick
R. E. Dove E. W. Hodgkins, Jr.
Purchases & Stores .... R. M. Schmidl
Editorial Assistant .. Wanda Brown

• Washington 4, National Press Bldg.
Washington Editor .. Walter J. Taft

Railway Age, established in 1856, is indexed by the Industrial Arts Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-presidet; F. A. Clark, vice-president and secretary; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

RRs push auto TOFC plans ..... p. 9

Experiments with piggyback movement of loaded automobile transport trailers have proved satisfactory on the Frisco, WP and SP. Frisco tariff would set up such coordinated rail-highway movement yielding a 15-20% reduction per auto for shippers.

Congress passes pension liberalizer p.10

Enactment of the union-backed program for liberalizing the Retirement and Unemployment Insurance Acts will eventually add $200 million a year to the industry's labor bill.

Cover Story—What M/W employees want p.13

Their talks with railroads this year will place emphasis on stabilization of employment and on wages and "other so-called fringe matters." That's what Harold C. Crotty, president of the Brotherhood of Maintenance of Way Employees, tells Railway Age readers in an exclusive interview.

Nine ways to RR health p.17

A just-published Brookings Institution report offers several suggestions for improving the "seriously deteriorated" railroad condition. Government, it says, should stop playing favorites in regulation and subsidization.

Why the C&NW likes Car-Fax p.18

The road's new Car-Fax system—largest commercial transceiver network in the world—provides fast, accurate car tracing data. It also produces vital control and statistical reports for the traffic, operating and accounting departments.

What's ahead for the Alaska? p.27

Hearings are to begin this week in Washington on a bill designed to put the railroad under ICC control. Such control could mean the end of the last stronghold of free competition in U. S. transportation.

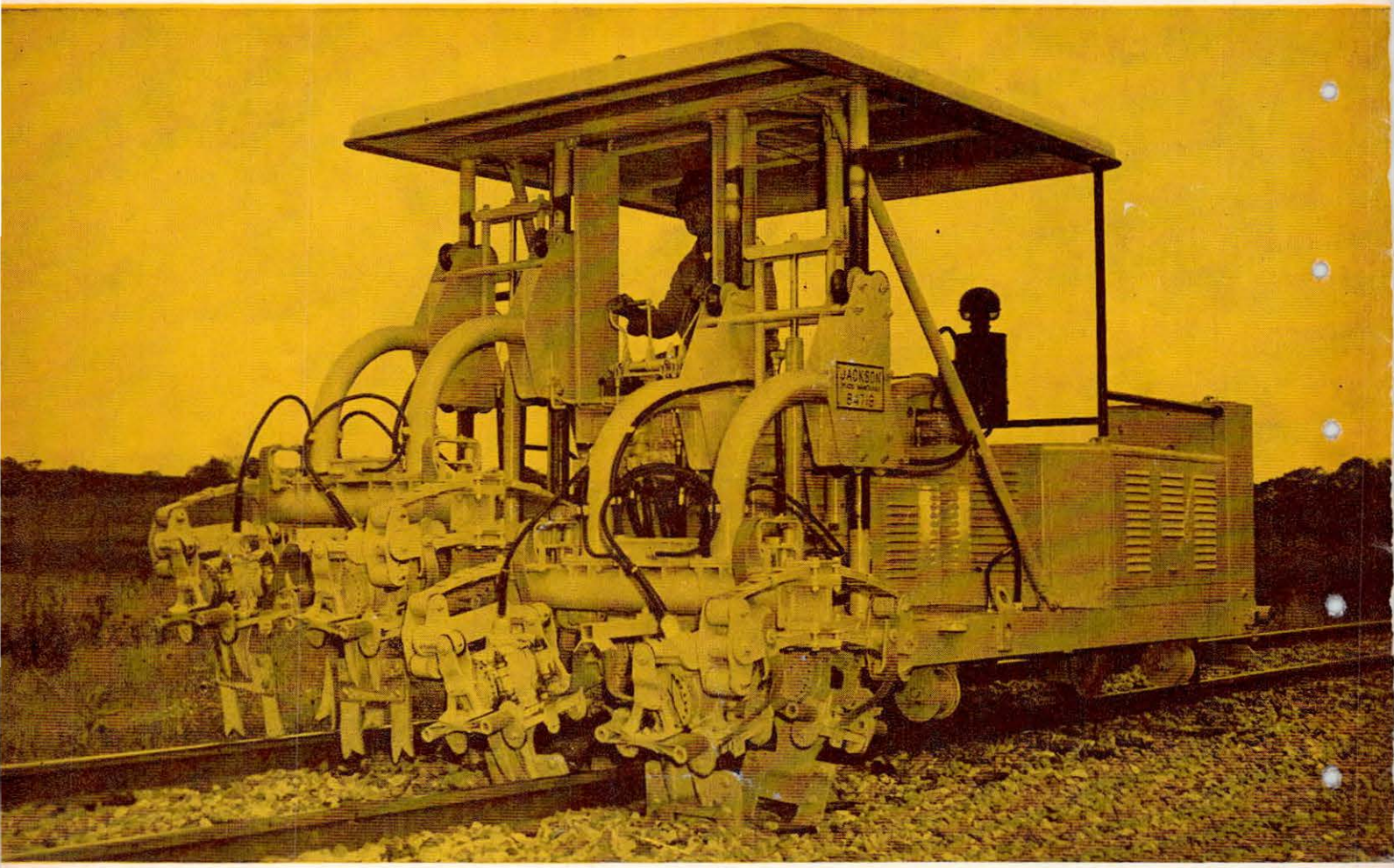
First quarter earnings up p.33

Railroad profits so far in 1959 are running well above 1958 recession levels—but below 1957. Here's a sampling of first quarter reports—along with a table showing how the industry's top money-makers ranked last year.

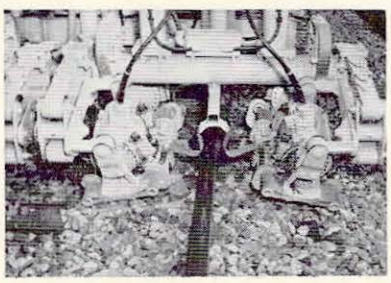
The Action Page—Reduce delays to track gangs p.38

Railroads are making strenuous efforts to reduce time losses

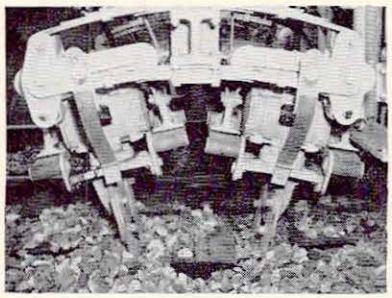
The JACKSON TRACK MAINTAINER



The Unrivaled Dual Purpose Tamping Machine!



Perfect consolidation of ballast right under the rail and from end of tie to specified distance inside the rail.



Nowhere will you find a tamping machine that closely rivals the JACKSON TRACK MAINTAINER in its dual function of quality production tamping and maintaining track of finest characteristics under all conditions; which accounts for the fact that the vast majority of leading railway systems in America use them in large numbers.

Each of its eight motors deliver FORTY-TWO HUNDRED 6000 lb. VIBRATORY BLOWS PER MINUTE to the tamping bars with the result that maximum ballast compaction is uniformly and continuously produced from the outer end of the tie through the vital load-bearing zone directly beneath the rail to the specified distance between the rails . . . the largest area, longest lasting tie bearing produced by any machine. And the JACKSON MAINTAINER does this with unmatched rapidity and uniformity. Let us supply the complete facts concerning this remarkable machine. Information on other JACKSON on-track and Manually Guided tampers sent on request.

JACKSON VIBRATORS, INC.

LUDINGTON, MICHIGAN

Week at a Glance CONT.

caused when track gangs clear for trains. The efforts are important because today's track labor is the most expensive in history. The biggest opportunity for cutting the losses seems to lie in arranging closer "meets" between gangs and trains.

Current Statistics

Operating revenue	
2 mos., 1959	$1,532,496,964
2 mos., 1958	1,472,791,123
Operating expenses	
2 mos., 1959	1,253,755,076
2 mos., 1958	1,250,613,404
Taxes	
2 mos., 1959	153,091,379
2 mos., 1958	133,818,072
Net railway operating income	
2 mos., 1959	75,953,768
2 mos., 1958	40,982,474
Net income estimated	
2 mos., 1959	40,000,000
2 mos., 1958	5,000,000
Average price railroad stocks	
April 28, 1959 ..	112.33
April 29, 1958 ..	73.42
Carloadings revenue freight	
Sixteen wks., 1959	9,273,724
Sixteen wks., 1958	8,548,975
Freight cars on order	
April 1, 1959 ...	35,487
April 1, 1958 ...	38,027
Freight cars delivered	
3 mos., 1959	7,223
3 mos., 1958	18,441

•

Advertising Sales Department

Duane C. Salisbury—executive vice president, director of sales

New York 7, N. Y., 30 Church st., WOrth 4-3060
J. S. Vreeland—vice president; F. T. Baker—district manager; J. C. Lyddy; W. E. Glasby

Chicago 3, Ill., 79 W. Monroe st., RAndolph 6-0794
J. R. Thompson—vice president; J. W. Crossett—district manager; J. D. Dolan—district manager

Cleveland 15, Ohio, 1501 Euclid ave., MAin 1-4455
H. H. Melville—vice president; H. M. Blunt—district manager

Philadelphia, Pa., Jericho Manor, Jenkintown, Pa., TUrner 7-4526
W. E. Glasby—district manager

Pittsburgh 19, Pa., Suite 203, Carlton House GRant 1-8186
C. J. Fisher—district manager

Atlanta 9, Ga., 22 Eighth st., N. E., TRinity 2-6720—J. S. Crane

Dallas 19, Tex., 3908 Lemmon ave., LAkeside 2322—Joseph Sanders

Los Angeles 17, Cal., 1336 Wilshire blvd., HUbbard 3-0390
Bayne A. Sparks—vice president

San Francisco 11, Cal., 244 California st., EXbrook 7-4990
D. S. Clark—district manager

London E.C.1, Eng., 8/9 Clerkenwell Green Sibley-Field Publishing Co., Ltd.

Frankfort am Main (16), West Germany Wittelsbacher Allee 60
Georg J. Linder, Continental European Representative

Subscription to railroad employees only in U.S. possessions, Canada and Mexico, $4 one year, $6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year, in other countries, $15 a year. Single copies 60¢ except special issues. Address all subscriptions, changes of address, and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.

Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y. POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn.

Short and Significant

Reduced rates on export grain . . .

will be published by eastern railroads to meet St. Lawrence Seaway competition. At stake: an estimated 120,000 carloads of traffic annually. The new rates will apply on various kinds of grain and soybeans moving to North Atlantic ports from the Midwest and points beyond. The reductions will expire June 30, 1960, and will be subject to a minimum weight of 110,000 lb, with certain exceptions.

A decision on the future of Railway Express . . .

has been put off for another 90 days. REA directors last week extended the deadline for withdrawal notices to July 31. Under the previous arrangement, railroads planning to withdraw from agency contracts effective Jan. 1, 1960, had until April 30 to file notices. Meanwhile, REA is considering several possible courses of action—among them, a proposal by Lehman Brothers, a New York investment firm, to purchase the agency.

Higher mail pay . . .

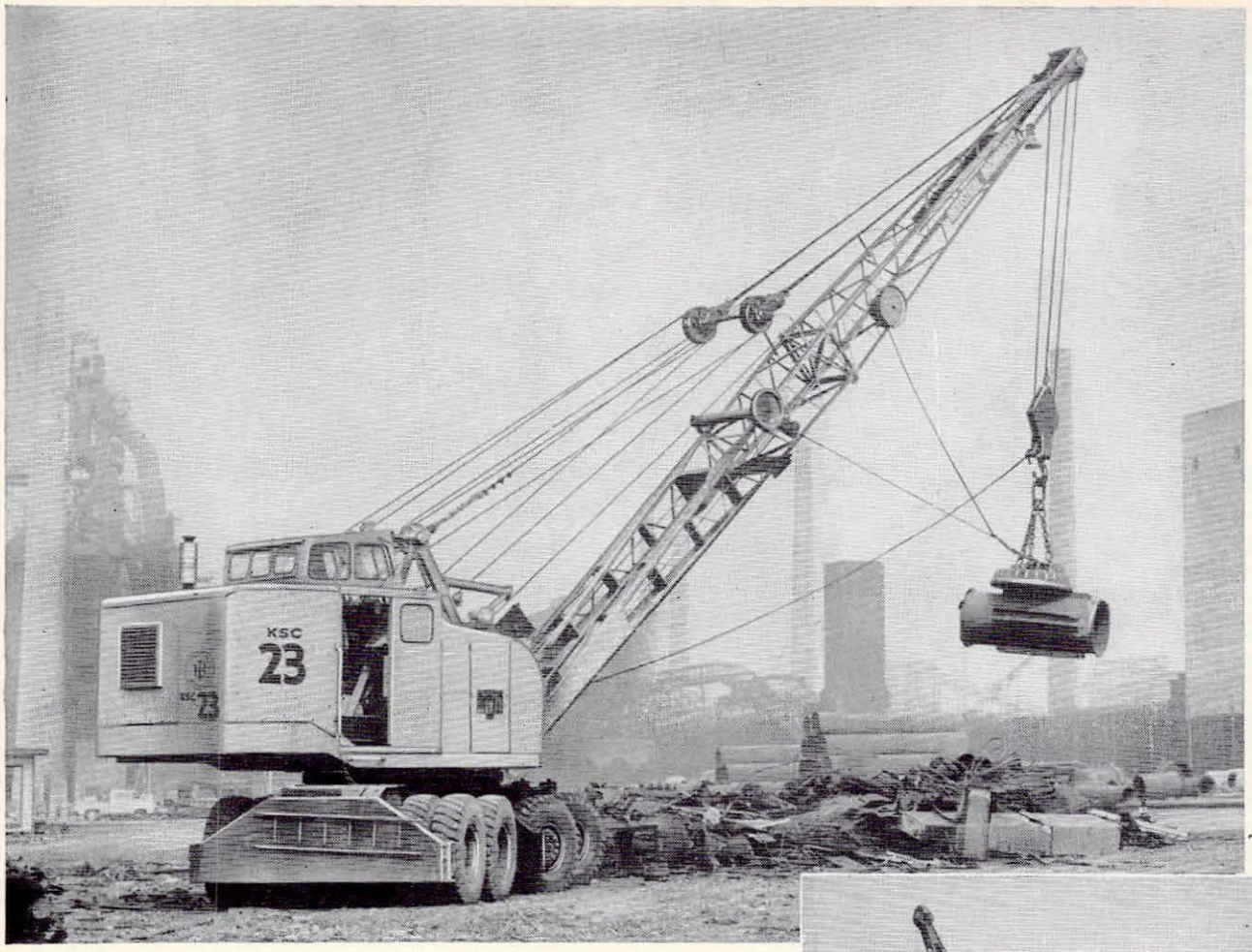
is being sought by western railroads. They have asked the ICC to institute an investigation with a view to prescribing "fair and reasonables rates in lieu of the inadequate compensation" they now receive for carrying mail. Latest mail-pay increase received by these roads was prescribed by the Commission Dec. 30, 1957.

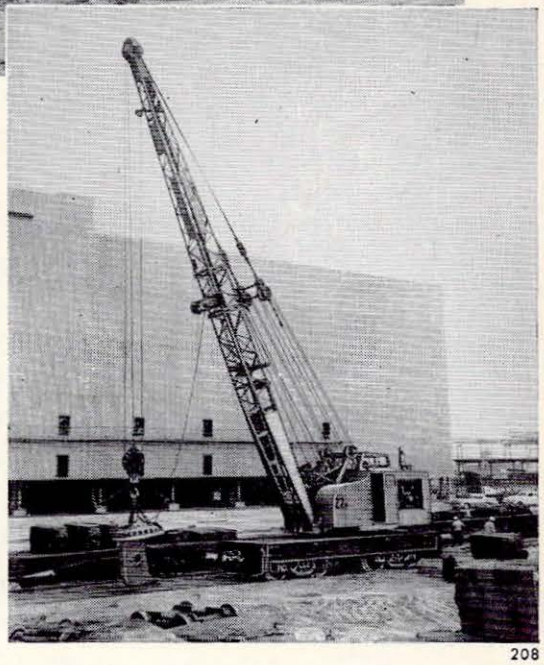
Deadlock over station dualization . . .

has led to a Rock Island request for authority to close 26 small-town stations in Kansas. The move would cut operating costs by about $1,000,000 annually. Rock Island said it acted to close the depots after the Telegraphers refused to accept proposals for dualization of agency service.

Teamster unrest over piggyback . . .

sparked recent wildcat strikes in Ontario and Quebec. The drivers went back to work when the trucking firms agreed to listen to grievances. Slated for the grievance meeting were problems involving rail-truck operations, including job protection for affected drivers.





208

ALL PARTS ARE INTERCHANGEABLE

on Brownhoist's Diesel Electric Locomotive and Wagon Cranes

The 50 Ton Diesel Electric Wagon Crane and the 50 Ton Diesel Electric Locomotive Crane pictured here are two of several Industrial Brownhoist heavy-duty cranes operated by Kaiser Steel Co. at their huge plant in Fontana, California. Although these cranes operate at peak efficiency on a variety of rugged, daily jobs, it sometimes becomes necessary to replace parts. With Industrial Brownhoist cranes, either locomotive or wagon, part replacement is both swift and economical for every part is *interchangeable* from the car body up. The number of parts in your stock can be cut in half and down time for part replacement can be virtually eliminated.

If you need both a wagon crane and a locomotive crane for the heavy-duty jobs around your plant, get Industrial Brownhoist cranes. You, too, will benefit from the interchangeability of parts and such high performance features as exclusive 360-degree monitor-type cab, clear-vision boom, straight line power train and electric rotation for fast operation. Write for further information today.

BROWNHOIST

CLAMSHELL BUCKET 250 TON WRECKING CRANE COAL-ORE BRIDGE CAR DUMPER LOCOMOTIVE CRANE

INDUSTRIAL BROWNHOIST CORPORATION • BAY CITY, MICHIGAN • DISTRICT OFFICES: Cleveland, Philadelphia, Chicago, San Francisco, Montreal.

• **AGENCIES:** Detroit, Birmingham, Houston

RRs Push Auto TOFC Plans

Frisco, WP and SP experiments could signal re-entry of the railroads into a lucrative field. Frisco has already filed a tariff for piggybacking new autos at substantial savings to shippers.

► **The Story at a Glance: The newest thing in TOFC service—piggyback - on - piggyback — may give the automobile-buying public a financial break. It may also help to bring back some of the high-rated new-auto business the railroads don't now have.**

The Frisco has filed a tariff with the ICC which would set up coordinated rail-highway movement of new autos—at an average reduction of 15% to 20% per vehicle in the cost of transporting them from plant to dealer.

At least three roads—Frisco, Western Pacific and Southern Pacific—have been running tests on TOFC movement of loaded auto transport trailers. The results to date: satisfactory in all cases.

Piggyback may bring the railroad industry a re-entry into the transportation of new automobiles. Motor carriers, toting four or five new cars on auto transport trailers, do the bulk of the business today. Railroads, loading four automobiles to a box car, handle only a small percentage of the auto industry's total output.

New car transportation, however, has been a worth-while revenue producer on a per-ton or per-auto basis (in 1957, passenger automobiles earned the railroads an average revenue of $56.31 per ton, compared to a $6.63-per-ton average for all carload traffic).

Frisco figures that TOFC operation offers the flexibility and the economy to make new autos a major commodity once again.

The Frisco tariff, published to become effective May 15, unless suspended, sets up joint through commodity rates between St. Louis-East St. Louis and more than 675 points in Oklahoma and Texas. Three auto assembly plants in the St. Louis area (Plymouth, Chevrolet and Mercury) turn out the potential piggyback traffic.

J. E. Gilliland, Frisco's vice president-traffic, sees the proposal as a "combination of the best features of two different modes of transportation —the low cost of rail transportation and the flexibility of highway transport."

This linking of rail and road, he points out, will provide both improved service and lower cost to the new-auto buying public:

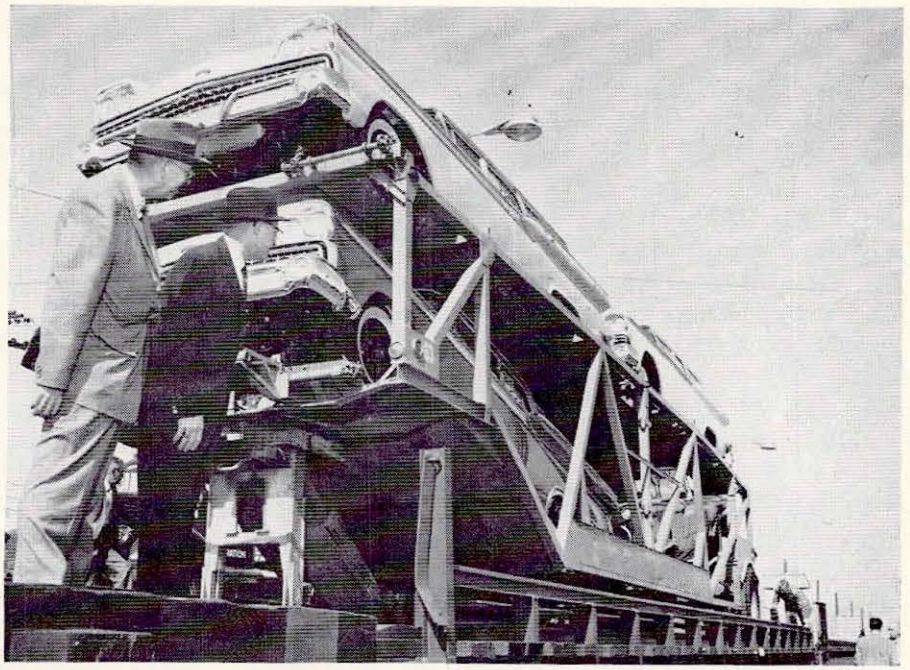
- Frisco, in connection with Auto Convoy Company of Dallas, Tex., will provide next day service to all points in Oklahoma, early second morning delivery to most points in Texas.
- The joint rail-highway rates proposed will reduce transportation charges an average of 15% to 20% per new car shipped.

The railroad's extensive experiments with new-auto piggyback indicate that the traffic can be handled with conventional equipment—standard auto transport trailers and 75- or 85-ft piggyback flat cars. Each rail car will haul two highway trailers carrying eight automobiles. Only the double-deck auto transporters used by Canadian National can compare from a capacity standpoint.

Frisco plans to pick up the finished automobiles at the assembly plant, load them onto trailers and drive the trailers onto flat cars. In piggyback-on-piggyback style, the cars will go via rail to interchange points at Tulsa, Okla., and Irving (Dallas). Auto Convoy Company will pick up the loaded trailers at those points and complete the movement to destination over the road. The tariff proposal covers about 175 destination points in Oklahoma and more than 500 in Texas.

Two-factor rates are set up for joint through shipments. A fixed rail factor carries the move from origin to Tulsa or Irving. Motor factors for movement beyond the interchange points are

(Continued on page 32)



FORDS ARE TRAVELING PIGGYBACK between Oakland, Calif., and Portland, Ore., in Western Pacific tests. Inspecting loaded flat car are M. W. Roper, WP's vice president—marketing, and J. H. Archbold, Jr., general service manager of the National Automobile Club.

Congress Passes Pension Liberalizer

The Railway Labor Executives' Association's program for liberalizing the Railroad Retirement and Unemployment Insurance Acts was approved by Congress last week.

Both Senate and House passed the liberalizing bill without a record vote on April 29.

The House's action came after that body had substituted the RLEA's proposal for the bill which its Committee on Interstate and Foreign Commerce had recommended and which contained a little of the AAR's counter-proposal.

The latter reflected management's readiness to accept some liberalization of the retirement benefits, provided the same legislation amended the Unemployment Insurance Act to remove "deficiencies and inequities."

The liberalizer will cost the railroads something like $120 million this year and the annual increase will eventually become more than $200 million.

Except for the lack of retroactive provisions, the legislation is about the same as that embodied in the bill which passed the Senate last year only to lose out in the House where it got involved in the adjournment-time jam. The present legislation provides that the increased benefits and taxes shall become effective on the first day of the month following the date of its final enactment.

Generally, the legislation will increase annuities under the retirement system by 10% and benefits under the unemployment system from 8% to 25% with a general advance of about 20%.

The schedule of daily unemployment benefit rates will range from $4.50 to $10.20, as compared with a present range from $3.50 to $8.50. The period over which an employee can receive unemployment benefits is extended for as long as 26 weeks beyond the period now fixed.

Tax provisions will raise the retirement tax from 12½% of taxable payroll to 13½%. The rate will go to 14½% on Jan. 1, 1962. These retirement taxes are paid half by the railroad and half by the employees.

The Unemployment Insurance Act, paid entirely by the railroads, is on a sliding scale basis depending upon the balance in the fund from which benefits are paid. The range will be from 1½% of taxable payroll when the balance in the fund is $450 million or more to 3¾% when the balance falls below $300 million. The present range is from one-half of 1% to 3%.

The bill was amended on the Senate floor to fix 3¾%, instead of 4%, as the top rate. The amendment, offered by Senator Dirksen of Illinois, Republican leader, was accepted by the bill's sponsors.

It will save the railroads something this year because the top rate is presently in effect. The long-term cost of the unemployment benefits, however, is expected to amount to about 3¾% of taxable payroll. The legislation makes taxable payroll under both plans the first $400 of an employee's monthly earnings instead of $350. Leading sponsor of the Senate bill was Senator Morse, Democrat of Oregon. Sponsor of the House of Representatives' substitute for the committee bill was Representative Staggers, Democrat of West Virginia.

Watching Washington *with Walter Taft*

• **SALARIES OF RAIL EXECUTIVES** are being cited by the Railway Labor Executives' Association as evidence that top officers are "ladling off the gravy from railroad earnings." President W. P. Kennedy of the Brotherhood of Railroad Trainmen makes that charge in a statement which RLEA issued in its counter-offensive to management's call for an end to "featherbedding."

ICC FIGURES showing salaries of officers earning $20,000 a year or more in 1955 and 1957 are used by Mr. Kennedy as a basis for his "study." As he puts it, the "soaring number of highly paid top railroad officials and the recent increases in their salaries" provide "an illuminating psychological key to the guilt complex behind railroad management's current unfounded and distorted charges of 'featherbedding'."

INVESTIGATIONS by both the ICC and Congress are suggested by the BRT president. He thinks they should look into "some instances of management milking which are unconscionable." Other picturesque language in the Kennedy statement calls recent increases in executive salaries "excessive and unjustified" to a degree "bordering the scandalous."

• **MEANWHILE, RLEA** is determined to eliminate the "time paid for but not worked" category from the ICC's wage statistics. That's the assignment of a new committee—created, so RLEA Chairman G. E. Leighty says, to "correct some of the ridiculous reporting rules" of the Commission.

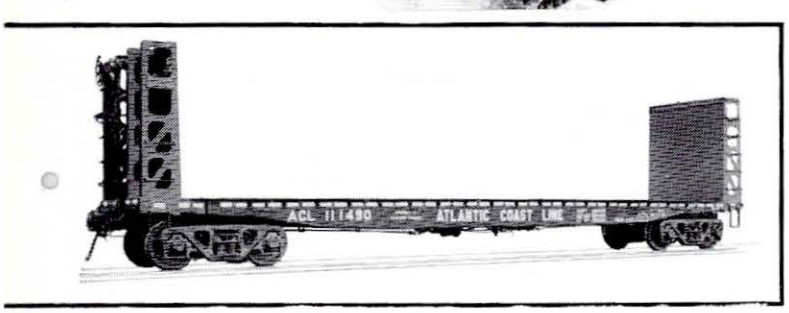
TIME PAID FOR BUT NOT WORKED covers payments to non-operating employees—for attending court, sick leave, time allowed for meals, holidays, vacations, etc. Such payments in 1958 totaled more than $230,000,000, the largest part being for paid vacations.

• **REGULATORY EXEMPTION** which the Interstate Commerce Act's Part III provides for water transportation of commodities in bulk will be kept within present bounds. That's assured by an order of the U. S. Supreme Court. The order affirmed a lower-court decision which upheld a ruling made by the ICC two years ago.

THE COMMISSION'S RULING is that commodities in bulk lose their exemption if they are transported in a tow which includes a barge of non-bulk commodities. A call for repeal of this bulk-commodity exemption is among legislative recommendations made by the Commission in its latest annual report.

. . . where railroad progress is cast in steel

One of General Steel's huge ladles . . . a unit of the completely integrated facilities of General Steel. In a matter of minutes tons of molten metal are poured from the ladle into the mold where a rugged freight car underframe is shaped in steel.



Pulpwood car with General Steel one-piece underframe and interlocking cast steel ends.

• minimum maintenance—greater availability • increased capacity —higher revenue • easier loading—self cleaning • resistance to rust and corrosion

For more than 50 years General Steel has been the outstanding supplier of one-piece cast steel products to the railroad industry. Their completely integrated engineering and manufacturing skills plus modern facilities to make intricate steel castings result in rugged products that are service-proved on railroads everywhere.

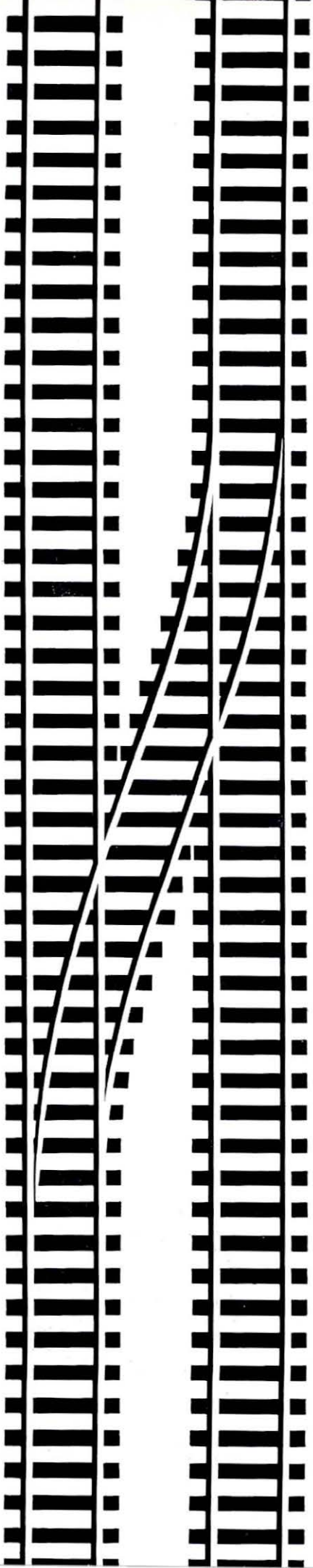
From concept to completion, General Steel utilizes the inherent strength with minimum weight of one-piece steel castings in designing and producing railroad products which assure long life and low maintenance costs.

Specify General Steel . . . where "ideas in cast steel" open new profit possibilities for you.

GENERAL STEEL CASTINGS

GEARED TO PROGRESS
P R I
MEMBER

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.



switch . . .

. . . to Bird Self-Sealing Tie Pads to extend average tie life at least 50%. Bird Tie Pads save over $1000 per mile per year — on main line tangents as well as on switches, curves, crossing frogs, highway grade crossings and other critical areas. For proof positive, write for booklet to Department HRA.

In-track experience proves . . .

BIRD TIE PADS

save up to $1000.00 per mile per year

BIRD & SON, inc.

Established 1795

East Walpole, Mass.

What M/W Employees Want

Is there rough track ahead for the railroads in their dealings with the Brotherhood of Maintenance of Way Employees?

The answer depends on what the Brotherhood does about the stabilization of employment issue. The issue is of prime importance to the union because of the deep inroads made in its membership by the mechanization and reorganization of M/W forces. The answer also depends on any new demands the union might make this year.

To find out what plans the Brotherhood has afoot regarding these and other matters, Railway Age went directly to its president, Harold C. Crotty. Here's what he was asked, and what Mr. Crotty answered.

Q. There have been some indications from various parts of the non-operating group that the major emphasis this year is going to be on matters of stabilization of employment rather than on wages. Do you have any comment to make on that, Mr. Crotty?

A. I think it's reasonable to expect that the emphasis will be on stabilization of employment and on wages and on other so-called fringe matters that have been hanging fire for the last three years.

Q. You wouldn't put the emphasis on one rather than the other?

A. I think it's fair to say that all facets of the program will be emphasized.

Q. Contracts that have been agreed upon this year in Canada have included provision for the contract to cover more than one year. Do you think it's possible there may be another moratorium written into U. S. contracts?

A. We've had some experience with a moratorium during the last three years here in the States. To be perfectly frank about it, that portion of the moratorium that had application to rules changes as opposed to wage changes has not worked out as contemplated. When the November 1956 agreements were made, the employee representatives, including myself, were of the opinion that we had protected our right to negotiate on rules changes other than those specifically barred by the moratorium during the term of the agreement. Unfortunately, during this three-year period the moratorium has been used by railroad managements as a vehicle to delay the day-to-day collective bargaining that we thought we had preserved. I think I speak for the rest of the non-ops when I say that we would refuse to agree upon a moratorium governing rules changes, although we might give favorable consideration to a moratorium on wages if the proper safeguards could be included.

Q. Proper safeguards would include what?

A. They would include an escalator clause to protect against increases in cost of living, and a productivity increase clause to permit employees to share in any increased productivity. If the agreement were over a long term, it would necessarily have to include annual wage increases that would reflect the upward trend of the standard of living.

Q. Some time ago a strike ballot was distributed to members of the Brotherhood. What is the status of that action?

A. I assume you are referring to the stabilization-of-employment issue. We did take a strike ballot on all of the railroad properties where we hold agreements. Through that ballot the employees have directed us to secure an acceptable stabilization of employment agreement through negotiation if possible, and through the exercise of economic strength if we're not successful in doing it across the bargaining table.

Q. Mr. Crotty, in May 1957 the Brotherhood served notices involving 10 proposed rules changes. What is the status of these notices at the present time?

A. The notices to which you refer were served on May 22, 1957, on all railroads in the United States with which we have agreements. The negotiations at the individual railroad level have been completed. Out of some 345 railroads with which we hold agreements we have been successful in disposing of the notice on only two small properties. In the rest of the instances, the matter is still under consideration. Services of the National Mediation Board have been invoked and we're seeking to try to conclude the negotiations as expeditiously as possible.

Please Turn Page ►

"IT'S REASONABLE to expect that the emphasis will be on stabilization of employment and on wages and on other so-called fringe matters that have been hanging fire for the last three years."

"THROUGH THAT [STRIKE] BALLOT the employees have directed us to secure an acceptable stabilization of employment agreement through negotiations if possible, and through the exercise of economic strength if we're not successful across the table."

(*Continued from preceding page*)

Q. They may be concluded within this calendar year?

A. We are going to make every possible effort to conclude them prior to the end of this year.

Q. It's conceivable, then, that the Brotherhood might be involved in negotiation of two separate rules movements this summer—the 1957 movement, and a 1959 movement which might be instituted?

A. If we are unable to dispose of our stabilization-of-employment dispute before conferences might be held on a 1959 program there is a possibility that we would be handling two matters concurrently. I trust this will not come to pass.

Q. In your rules demands, you mention training sessions for the members of the Brotherhood. What specific type of training do you have in mind?

A. We find ourselves using new types of machines in the maintenance-of-way department that were unknown until recent years. I think it's the belief of engineering department officers of most railroads that operation of such machines is somewhat different from that of machines our people ordinarily operate—similar but different in certain respects. We believe it's to the mutual interest of the railroad and the employees that the latter be instructed in their operation.

Q. Over and above the training they'd get on the job during the trial period?

A. If the objective could be accomplished through actual use of the machine on the job, then, of course, there would be no necessity for training. It's only in those instances where training would be desirable both from the standpoint of the employer and the employee that the rule would have application.

Q. On your Rule 4 regarding section limits—when railroads extend the limits, isn't it generally true that a section force's duties are reduced to track patrolling and to light chores, and that their responsibilities are not increased?

A. I assume you're referring to the forces that remain on the extended section. The change in methods, of course, deprives job opportunities to the men who formerly worked on that section. The job opportunities are usually transferred to a mechanized crew that works over the territory where the section was previously located and over an extended territory. But, in a like sense, the number of men in a section crew is materially reduced. I do not believe that the decrease in responsibility in the aggregate in any way removes from the section foreman, or the men who might remain in the crew, their proportionate share of the responsibilities. In other words, the responsibility of the remaining employees is as great or greater than it was before the territory was extended and the forces reduced.

Q. Mr. Crotty, frequently a road will try out a brand new machine on an experimental basis. Would the rule require that a prior conference with the general chairman for establishing the operator's rate of pay take place before that experimental period?

A. The rule is not intended to restrict the right of any management to try out new machines. When the determination is made by railroad management that a machine is to be purchased or retained, we think that is the desirable time for them to start training their own employees to operate it.

Q. Machinery is now widely used by railroad maintenance forces to promote efficiency and control expenses. What is the position of the Brotherhood toward this development?

A. We as a Brotherhood do not oppose the introduction of machinery as such, if it's introduced under proper circumstances and the welfare of the employees who are to be affected by its use is considered. I believe a number of railroads have mechanized without enough forethought and without due consideration to the welfare of the employees affected. I think you will find that the cost of the machines and their depreciation has, in many instances, exceeded what it would have cost, had the machine not been purchased, to have a standard of maintenance that perhaps exceeds the standard maintained after the machine is put in use. In other words, I don't believe that just because a machine has a lot of gadgets on it it should be purchased without proper trial and due consideration. We have reports from our officers and members in the field of a number of instances where a considerable amount of money has been put into maintenance-of-way machines and where those machines are now idle.

Q. You mention standards. Do you think railroad standards today are lower than when maintenance work was done mostly by hand?

A. I am absolutely convinced that the standard of maintenance on United States railroads, in the aggregate, is lower today then it was ten years ago.

Q. Specifically, in what areas?

A. I refer specifically to track surfacing and alinement. I think the riding quality of track has been considerably reduced since the advent of the machine. This doesn't mean to imply that the machine is responsible. I am of the opinion that the standard of maintenance in the M/W department has deteriorated in recent years. I also believe that my opinion is shared by a majority of railroad officers in the engineering department. A number of railroads have adopted a program for maintenance-of-way operations that provides for performance of certain duties on a given area of trackage by years, with lighter repairs being made in between. I do not believe that this method produces the standard of maintenance we had before adoption of the program. I also think that the deferred maintenance accounts of the railroads which on most individual properties is considerable and which in the aggregate is staggering—tend to bear out this theory. I would suggest that railroads give careful consideration to a lesser period of time, if they are going to adopt the cycle method of performing M/W work.

Q. What gainful work can trackmen do on the northern roads during the winter? How much of this work is there to do?

A. I again believe that engineering department officers would favor a sta-

bilized work force, perhaps more than other officers of the railroad would. I think there are a number of jobs that could be performed in winter. Among them are the laying of rail; the day-to-day care of the track, which would include changing of angle bars, bolts, and care of the right of way. And, with proper drainage and rock ballast, there is no reason why track could not be surfaced during winter months. I have noted with considerable interest that several responsible representatives of railroad engineering departments have advocated that track surfacing could be done in the winter. I feel very strongly that any job in the bridge and building department could be performed in winter months. I think it's desirable to schedule all interior work during the cold weather. But there's no reason why jobs that must be done outside could not be done in winter months, perhaps with greater efficiency than in the summer months.

Q. Even pile driving?

A. I know of no set of circumstances under which piles could not be driven in the winter. In the building industry a number of years ago contractors believed building work should cease with the first frost. In recent years, the building industry has found it can continue to perform its functions expeditiously and as efficiently in the winter as in the summer. On the railroads we are somewhat antiquated in our thinking in this respect, and although it might be unusual to do some of these things in the winter, it certainly is not impossible.

Q. Mr. Crotty, how long is the qualifying period for a machine operator?

A. The vast majority of our working agreements provide for a qualifying period of 30 to 60 days. That's generally the rule.

Q. Is it conceivable that, owing to the ages of the available senior men on the seniority district, none can be found to qualify to the railroad's satisfaction?

A. I think somebody is seeing ghosts where there aren't any. I think railroads would have little difficulty finding a well-qualified man on any seniority district they may have. I couldn't visualize any set of circumstances where they wouldn't be able to find an acceptable man.

Q. Most machines make the work for the trackmen and the bridge and building men less arduous. Shouldn't this be taken into consideration in establishing rates of pay?

A. Well, of course I don't agree with your premise. In the first place, I think that the operator of the machine performs a very arduous function. I don't believe that rates of pay should be geared to the amount of muscle a man has or is required to use. If we follow that thinking, we would be paying a man who operated a pneumatic tamper more money than the foreman who supervised him or the division superintendent.

Q. Do you have any comments to make on various agreements in effect which require the employment of operating personnel on certain classes of track maintenance equipment?

A. The requirements you refer to are not too numerous when you consider the number of railroads in the country. I don't believe that the amount of money expended by the railroads in placing operating personnel on M/W equipment is a major factor in the financial picture. We as a Brotherhood, of course, want to have a safe operation.

The Union Proposes These Rules Changes:

Force reduction. This rule would require that seniority shall govern both in laying off employees and in recalling them to service; that a minimum of five days written advance notice would be given to employees affected by force reduction; that monthly rated employees would not be laid off before the end of the month and hourly rated employees would not be laid off before the end of a week.

Seasonal variation in employment. Would provide for cooperative conferences between the railroad company and the general chairman with a view toward establishing a more stable work force. It would outline some methods by which this can be accomplished.

Organizational changes in work methods. Under this rule negotiation and agreement between the management and the general chairman would precede organizational and work methods changes that affect employee working conditions and earnings.

Change in track section limits. Would provide for consultation and agreement between the railroad company and the organization before track-section limits are rearranged and it would enumerate the points on which agreement should be reached.

Mechanized track gangs. Under this rule conference and agreement between the railroad company and the general chairman would precede the establishment of mechanized gangs.

Maintenance-of-way machines. Would require that when a new type of machine is to be placed in operation, a rate of pay will be agreed upon in advance. Employees would be permitted to learn to operate the machine at company expense, and the position would be filled in line with seniority.

Travel allowance and expense for week-end trips home and expenses away from home. This rule would allow employees assigned to live in camp cars or trailers travel time to and from their home stations over the week-end. It would reimburse them for any transportation expense incurred and the cost of meals away from home.

Rates of pay. This proposed rule would place a standard and comprehensive rate-of-pay rule in each working agreement.

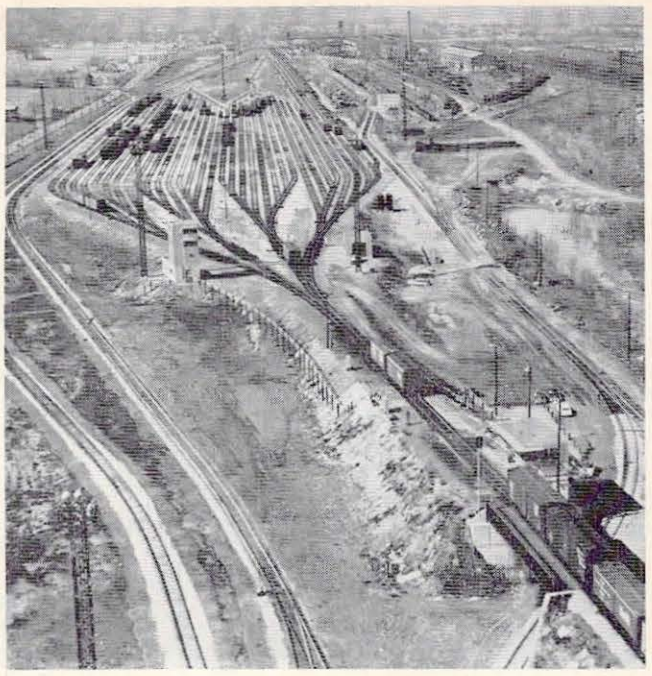
Contracting of maintenance of way and structures work. This rule was designed to control the contracting out of work by the railroad company by providing that work coming within the scope of the agreement shall not be let to outside contractors except by agreement between the railroad company and the general chairman.

Severance pay. Would extend to employees who are separated from the railroad industry the protective conditions stipulated by the Washington Job Protection Agreement of 1936.

C&O Dedicates New Yard

A highlight of the Chesapeake & Ohio's annual meeting last Thursday was the dedication of the road's new $6-million pushbutton yard at Russell, Ky. Announcement that the yard has been named after C&O Director (and ex-Chairman of the Board) Herbert Fitzpatrick was the surprise event of the day. For the dedication, C&O shareholders traveled to Russell from Huntington, W. Va., where the annual business session was held. For the shareholders, there was good news: Vice President-Finance John E. Kusik reported that net income for the first four months of 1959 is up 32% from the corresponding period last year. "At the rate we're going," said President Walter Tuohy, "we should show an improvement over the $6.36 a share earned last year." The dividend rate of $1 a quarter appears secure throughout the year 1959, he added.

HONORED: Herbert Fitzpatrick, former chairman of the board, C&O.



FITZPATRICK YARD at Russell, Ky., covers 869 acres, has 194 miles of track.

Railroading After Hours with Jim Lyne

BIG MONTH FOR BOOKS—I don't recall any one month that has seen the publication of so many important transportation books as April 1959. There was the "Economics of Competition in the Transportation Industries," by John Meyer, et al. (RA, Apr. 6, p. 19); the Brookings report, "Railroad Transportation and Public Policy" (reviewed on page 17 of this issue); the Ernest Williams' pamphlet on Russia's transportation (RA, Apr. 20, p. 46) and Dudley Pegrum's "Public Regulation of Business." For good measure, Kip Farrington's latest "Railroads of the Hour" has also just come along.

The significant thing about these books is that none of them is a requiem or a funeral oration. Most of them descry serious problems, but not insoluble ones.

'TAKE THE INITIATIVE'—If I were required to summarize in a sentence the advice the railroads' friends are giving them, I'd do it in the three words of this heading. When you merely defend yourself, when you "meet the competition," your competition is always ahead of you. When the railroads bestir themselves to do more innovating than their rivals, they will go again to the head of the procession—which just "meeting the competition" can never do.

The railroads had this leadership briefly in passenger service, in the few years just prior to World War II. I'm enough of the optimist to believe they could recapture this leadership today—even with some segment of the passenger service; and certainly with most freight handling.

SHORTER TRAINS FAVORED—I find a lot of railroad people who are considerably less than enthusiastic for freight trains of 200 or more cars. They regard such lengths, not as intrinsically economical—but more as an expedient, necessarily seized upon to offset outmoded working rules which require overmanning of train crews.

If 3-man crews were permissible for shorter trains, railroads could operate such trains with one diesel unit, at no greater cost per car than at present, and service to customers would be greatly improved. They operate freight trains in Europe with 3 men (some places only 2); and their employees are certainly no brighter or more skillful than ours.

I don't say smaller crews for shorter trains is necessarily the right and final answer to the problem, but it is an unorthodox suggestion that's worth some looking into.

BRICKLAYERS AND EGGHEADS—Everybody knows what an egghead is—a fellow who puts excessive reliance on thinking and figuring, but without accumulating enough facts from actual experience to make sure his thinking and figuring take account of all the pertinent information. He ignores the lessons of history.

The counterpart to an egghead, I'd call (maybe) a bricklayer—meaning a fellow who learned his trade well from his predecessors and doesn't want to monkey with newfangled notions about how to improve on his performance. That's true enough with bricklaying—a good bricklayer today lays them the way his predecessors did, and no faster either. But that isn't so in occupations like railroading where technology is constantly improving.

In railroading, the bricklayer approach isn't any more likely to come up with the right answer than the egghead approach. Good railroading has to steer its course in between the eggheads and the bricklayers.

Nine Ways to RR Health

Economic foundation outlines policy changes by government and management to arrest "deterioration" and promote transport health. Favors compensatory "user charges," less regulation, more aggressiveness in railroads' competitive pricing.

Specific actions needed to restore the railroad industry to health are prescribed in a report just published by the Brookings Institution.

The author of the 512-page study is Professor James C. Nelson of Washington State University. Professor Nelson first presents a detailed diagnosis of the railroad condition—which he finds "seriously deteriorated." Then he specifies how government and railroad management can change the situation.

The present difficulties of the railroads (says the report*) differ wholly from those encountered during the 1930's—in that they have arisen, this time, in a period of general prosperity.

The book offers a detailed summary —with ample tables for easy reference—of the year-by-year growth of other forms of transportation, in comparison to the static, or declining, position of the railroads. The effect of this traffic erosion on railroad earnings is outlined. Similar details are given on railroad capital expenditures—revealing that inadequate inflow of new investment money is a cause (not merely an effect) of present railroad troubles. The figures of railroad operating performance are likewise examined, showing where the industry is doing well and where not. The performance of individual railroads in locomotive and freight car utilization is revealed—car utilization being one area where there is plenty of room for improvement.

A large part of the blame for present conditions is laid at the door of government—which is advised to quit playing favorites in regulation and subsidization.

User charges, says the report, should be levied to put government-provided facilities on a compensatory basis. Not only that, but user charges should include the equivalent of a tax charge on government transportation property. Either that, or railroad property should be taken off the tax rolls by state and local governments.

Regulation of the railroads must be greatly reduced, says the report. It completely rejects the contention that the ICC can or should, by the use of its minimum rate power, allocate traffic among the various competing agencies. "The minimum rate power," says the report, "has been used far beyond its normal function." The public is paying a lot more for its transportation service than it should pay—and public policy toward the railroads (including the way the railroads are being regulated) must accept a large part of the blame.

The report's recommendations as to what railroad management should do to improve the industry's position lie largely in the field of freight rate-making.

Railroads are advised to:

1. Reduce all rates that are now moving little or no competitive traffic—to a level below that of costs of efficient truck operation (where railroad out-of-pocket costs permit such reduction).

2. Refuse to compete with trucks by trying to meet their service performance—which is often superior to anything railroads can do economically. Instead, compete with trucks by undercharging them (where railroad costs permit)—so the shipper will have a choice of superior service at high cost and slower service at substantial cost reduction.

3. Research all railroad rates which are highly remunerative—to see whether a wholesale loss of such traffic to the railroads may be threatened. (Corrective rate action, in advance, is usually more effective and less costly than remedies sought after the diversion.)

4. Grant incentive rate discounts for all loading of cars in addition to a reasonable minimum—bearing in mind that such discounts are a continuing incentive to heavier loading, thus more effective than the "alternate minimums" device. (Such incentive rates should be actively encouraged by the ICC.)

5. Offer multiple-car and trainload rates, wherever they will build traffic and earnings and where the discounts offered are not disproportionate to the savings in operating expenses effected by large-quantity movements. (Such rates are not "discriminatory," so long as they are related to savings in operating expenses.)

6. Intensify efforts for "agreed charges," which are comparable to "conference rates" offered by steamship lines. (Many truck and inland waterway carriers also offer contract rates. Such rates have many advantages to railroads and shippers, but legal problems in connection with them may delay their application.)

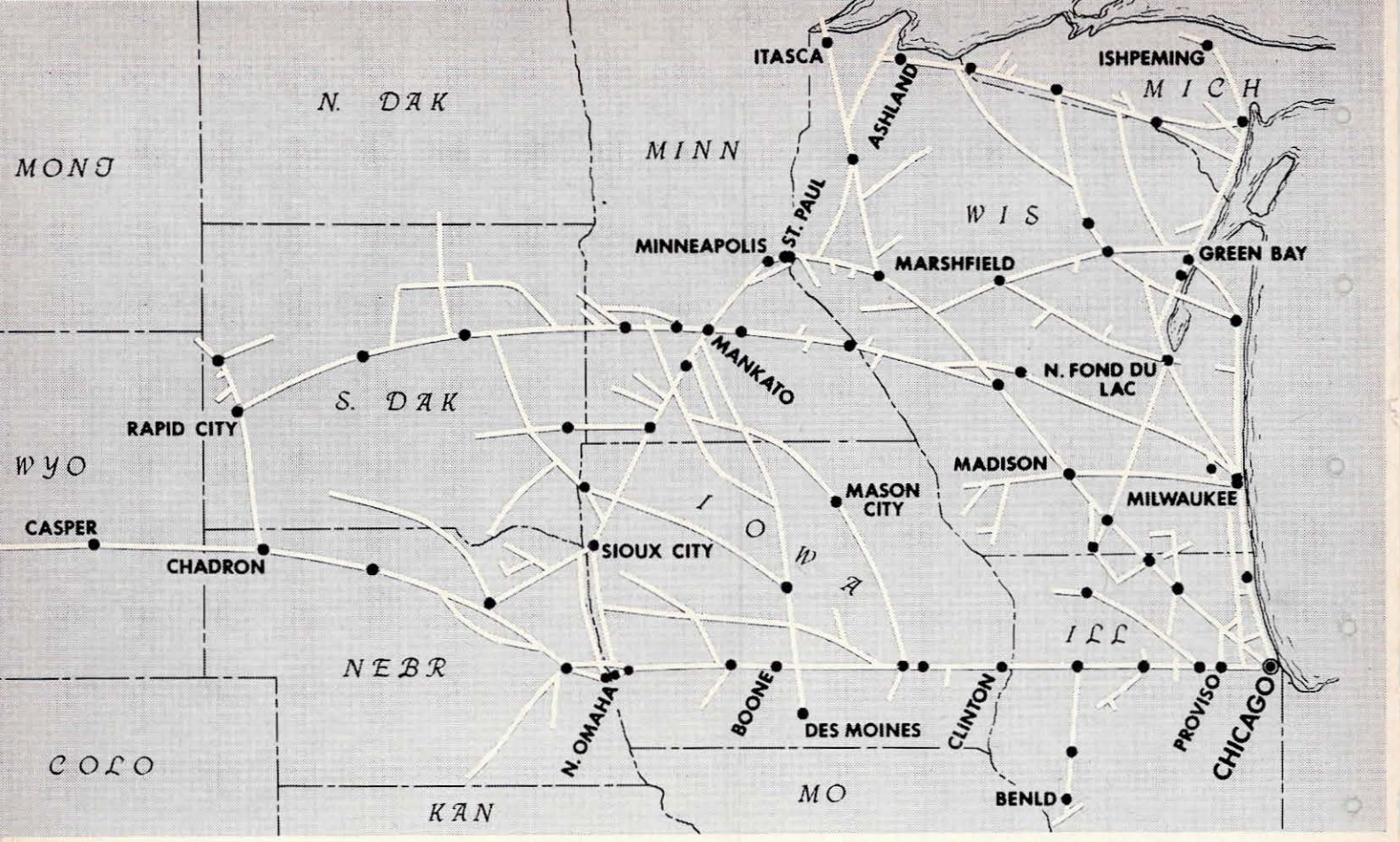
7. Include LCL in incentive rate-making, especially to induce the use of containers. (Piggyback service is "not yet adequate in geographical coverage, in competitiveness of rates and service . . . and in achievement of a satisfactory ratio of tare weight to revenue load.")

8. Look into possibilities of off-peak discounts (or premium charges at peak times) to regularize traffic flow and reduce costs. Use pricing incentives to induce shippers to handle cars efficiently.

9. Go in for "selective competitive pricing," to "put rail rates more in line with costs than is now the case." ("Such rate-structure changes are inevitable if the lowest-cost transport is to be promoted.") The goal is a complete revision of the railroad rate structure. This should be brought about "commodity by commodity and area by area." But "modest attempts at competitive pricing are not likely to be highly successful." Competitive rate reductions, where economically justifiable, must be deep enough to put the traffic on the rails.

The report expresses the belief that greatly increased sums should be invested in railroad modernization—upwards of $2 billion a year, especially in roadway improvements. Higher investment than that now obtaining would be justified even without growth in traffic. "It is important to the entire economy that the potentialities of railroading be as fully developed as are those in the transport fields depending upon public facilities and investment."

*Obtainable from the Brookings Institution, 722 Jackson Place, Washington 6, D.C. Price $7.50.



NORTH WESTERN HAS 68 mechanized reporting yards (black dots on map) in its Car-Fax system.

Why the C&NW Likes Car-Fax

The Chicago & North Western's new Car-Fax system is the largest commercial transceiver network in the world. It keeps tab on car and train movement as they occur, 24 hours a day. At 68 reporting points along the C&NW's 9,300-mile system, waybill and car report information is placed on punched cards. The information goes to Car-Fax headquarters in Chicago. In addition to providing fast, accurate car tracing data, Car-Fax produces—from one source, the waybill—the required control and statistical reports for traffic, operation and accounting. Car-Fax went into full service last January 1. One year was spent planning the system, a second year putting it into service.

Car-Fax is the newest device in Chicago & North Western management's continuing campaign to increase railroad operating efficiency. It costs $1.1 million a year to operate, but the railroad thinks it's worth every penny.

"Car-Fax is North Western's latest step to provide its customers with the finest railroad freight service in the country," says Ben W. Heineman, C&NW chairman.

Here's what the Car-Fax system provides:

- Fast, accurate car tracing service through Car-Fax headquarters at Chicago, and its traffic offices from coast to coast.
- Fast, accurate reconsignments or diversions of freight en route.
- Immediate information on shipments delayed because of bad order cars.
- Improved car utilization, resulting in availability of more cars of the type and quantity needed, when they are needed.
- Reduced switching time through advanced train consists, allowing advance planning for switching in C&NW yards.

In summary, the principle objective of Car-Fax is to permit preparation of required control and statistical reports for traffic, operations and accounting from one original source. The reports will:

(1) Facilitate traffic department work by providing information necessary for directing and evaluating sales efforts and for better customer service.

(2) Enable the operating department to utilize and move cars more efficiently.

(3) Facilitate accounting for revenues and for car per diem.

The first and most obvious benefit of Car-Fax to the traffic department is car tracing information. "Flash" listings of train consists are posted hourly in the Car-Fax information center at Chicago. The listings cover arrivals, departures and interchange of some 50,000 cars moving over North Western lines daily.

In addition to the "flash" listings, a central tracing record is compiled daily (cut off time: 11 p.m.). This record, available the first thing each morning, shows all car movements of the previous day and the last location of each car on the railroad. Copies of a simplified version of this report are airmailed to 60 traffic offices throughout the country.

Car-Fax prepares various other reports, such as car loadings by commodity and state origin and state destination. Many of these reports are prepared daily and show cumulative totals as well as comparisons with the previous year. These reports indicate traffic trends. The promptness with which they are received enables the traffic department to take immediate action.

Because Car-Fax reports train and car movements as they occur, a whole new area of better car distribution and utilization is open to the operating department. North Western men liken the Car-Fax system to a quality control system used in manufacturing industries. Reports about empty cars on line, terminal car detention, empty car location reports, bad order reports of cars set out and then released after repair, interchange reports, and train operation summary reports are a few of the many the system makes available to the operating department. Some reports present the information by divisions, so that management always has an up-to-date picture of operations on the entire railroad.

"Car-Fax," said one North Western man, "places the general manager in every yard office." Why? Because many of these daily reports are on management's desk first thing each morning, making the previous day's activities known. Thus the operating department can "be on top of the situation" at all times.

Car-Fax integrates revenue accounting requirements with fast, accurate car reporting. This is so because the waybill information is put on a punched card at the origin point, or where the car is received in interchange. Waybill information is sent via transceiver to Car-Fax headquarters at Chicago, where it is reproduced on punched cards. Cards containing waybill revenue information are sent to the accounting department for machine processing.

A daily unearned revenue report shows the potential revenue value of cars originated and received from connections by commodities. This report helps management project revenue values of loadings. From the day to day trend, management can predict future earnings, which is helpful in budgeting programs.

Of great interest is a daily per diem report the system provides. With 50,000 cars operating over C&NW daily, management knows the per diem charges, broken down by divisions. C&NW management believes the report will make division superintendents more per diem conscious which, in turn, will spur them to better car utilization.

Car-Fax Future Is Unlimited

The future for Car-Fax, according to North Western management, is unlimited. What it can do is not really predicted at the present time, except to say . . . "the more we live with it, the more we learn about it. We can see areas where studies need to be made concerning car movements, loadings, car distribution and utilization, for which Car-Fax is providing the basic information today."

According to Mr. Heineman, the railroads are "turning to true competitive pricing." Railroads have not gone into cost pricing, says Mr. Heineman, "because of the huge volume of transactions, and mechanical equipment has not been available. However, this is no longer an excuse. Today there is ample mechanical and electronic equipment to enable us to carry out in pricing anything our brains can originate. I am talking about substantial rate reductions in many areas."

On the North Western, Car-Fax is the mechanical and electronic equipment and system available for producing prompt, accurate information regarding train movements. From the system North Western management believes it will be able to make some pertinent and informative cost pricing studies. Management believes the Car-Fax system will enable it to eliminate many special movement studies that are made from time to time, with the objective of finding out if a possible rate adjustment can be made for a particular commodity over a particular move. Now this information is available daily. As one man remarked, it is simply a matter of collating the proper punched cards and running them through an accounting machine to produce a report.

A fast, basic communications system is established with Car-Fax. As the railroad becomes more proficient in operation of the system, some believe that it will be possible to use Car-Fax to obtain more than information about car and train movements.

How Car-Fax Operates

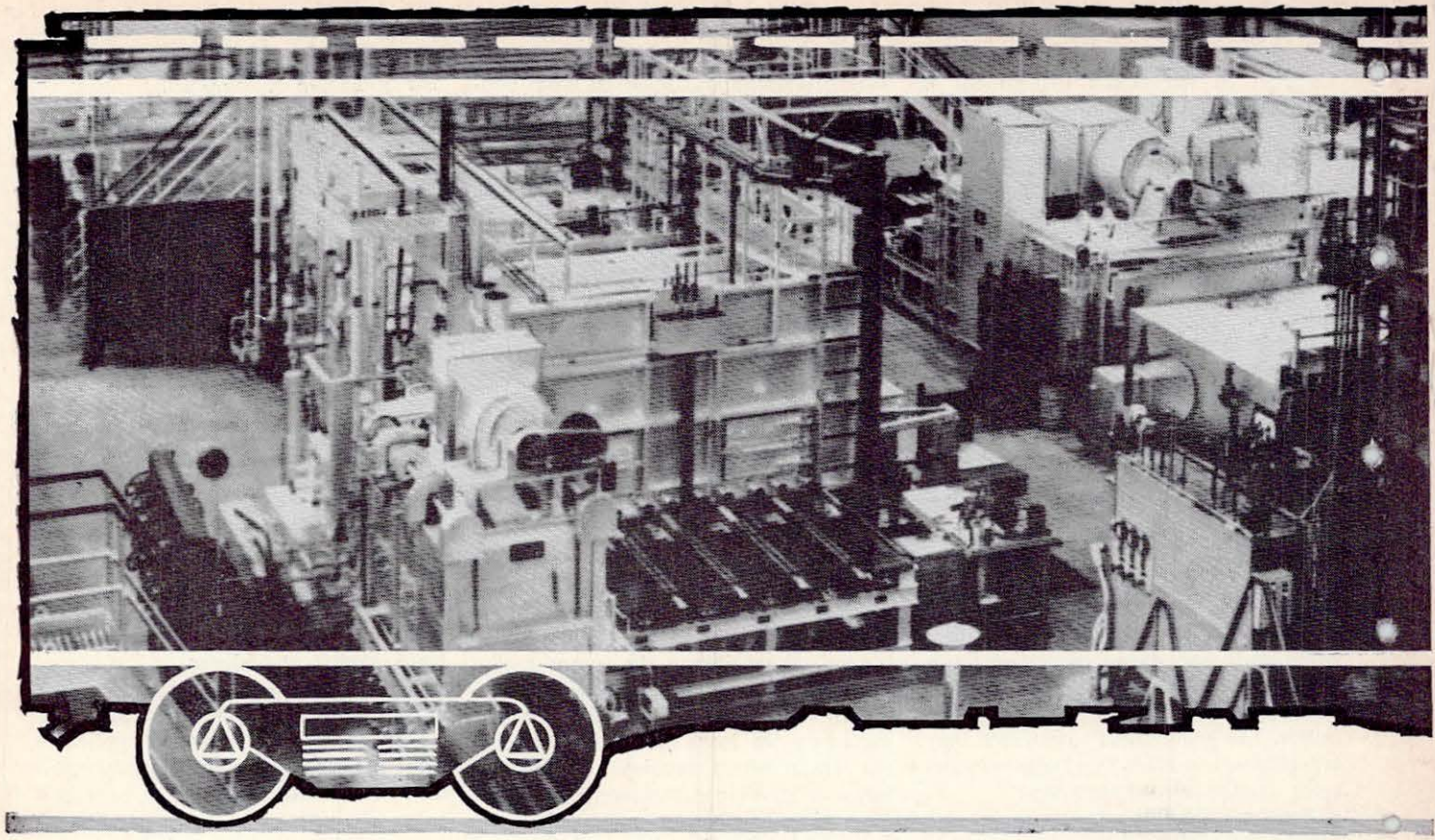
Punched cards are prepared at the 68 Car-Fax field stations, which are known as mechanized yards. Each mechanized yard prepares punched cards for: (1) Cars loaded locally; (2) cars received locally from connecting lines; (3) cars arriving in trains for which cards have not been prepared at some other mechanized yard; (4) cars departing empty, either in trains or delivered to connecting lines after unloading locally; and (5) car movements reported from non-mechanized yards. In this latter category, interchange reports are mailed from the smaller interchange stations to the nearest mechanized yard for card punching and transmission of the information to Car-Fax headquarters at Chicago.

Two cards are punched for each car. A third card will be punched with special handling instructions, if applicable. Punched cards are prepared for empties as well as loads. The No. 1 card contains all information necessary for advance train consists and interchange reports. The No. 2 card contains revenue accounting information and the route. A duplicate of the No. 1 card is automatically made on the card punch and placed with the waybill. The other copy of the No. 1 card and the No. 2

(*Continued on page 24*)

TRANSCEIVERS at Car Fax headquarters in Chicago receive car-report information from each of the 68 mechanized yards.

Car-Fax Prepares 26 Reports ►



This plant can start saving the money to buy 25,000 new freight

THIS new Timken® roller bearing plant in Columbus, Ohio, is ready now to turn out 20,000 car-sets of freight car roller bearings a year. It's a good start toward making all freight "Roller Freight". And when all freight *is* "Roller Freight", the railroads will save a whopping $288,000,000 in operating and maintenance costs *every year!* That's enough to buy, for example, about 25,000 new freight cars—and start the railroads modernizing where it counts most—in rolling stock.

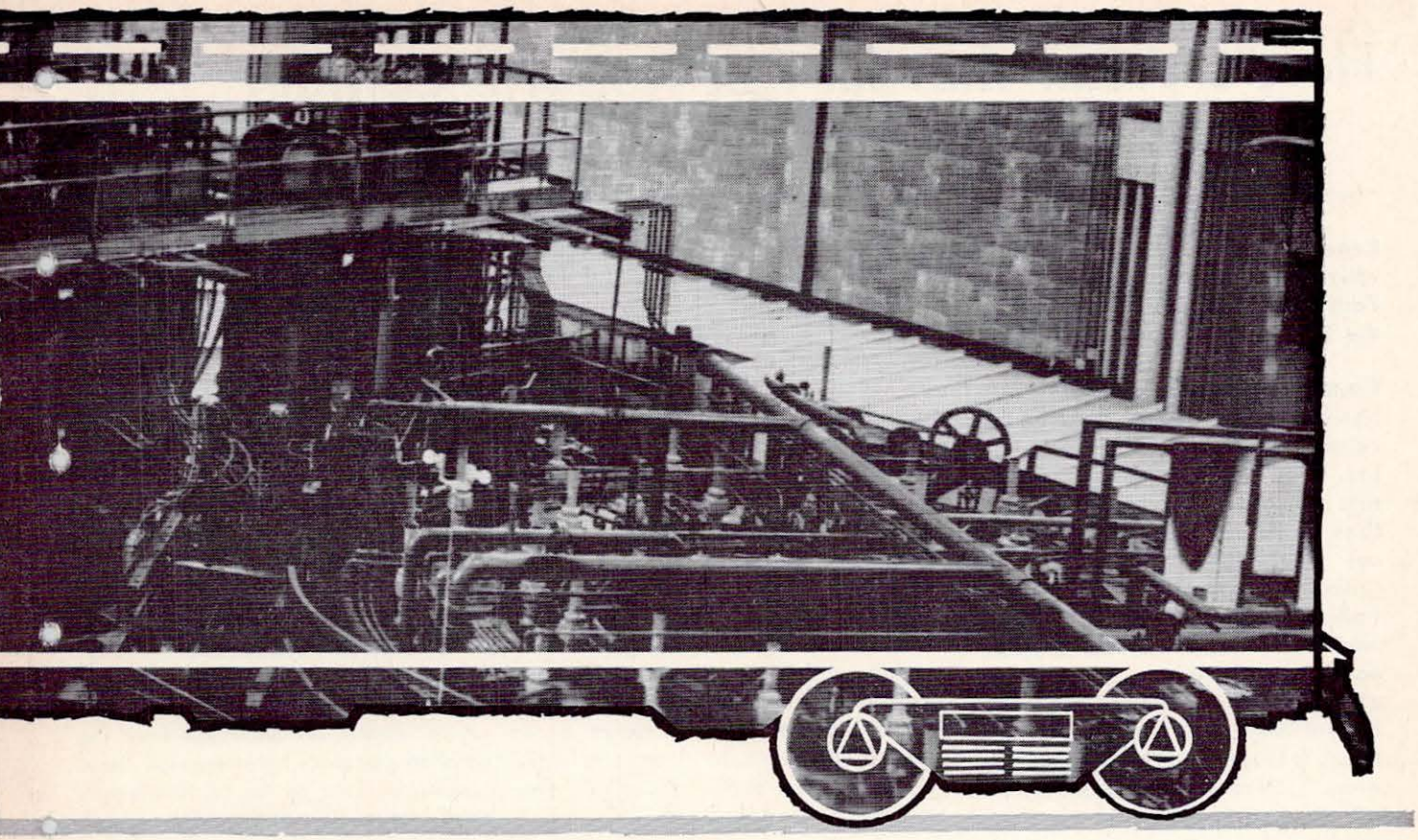
Here's a plan to do the job

The railroads can team up right now as they have in the past on big improvements. Plan their annual roller bearing purchases. This will start their savings rolling. Furthermore, with this plant in full production, bearing costs will be held to a minimum. And with bearing industry expansion, all freight can go "Roller Freight" within 15 years.

By ordering a specified number of roller bearings, the railroads can go "Roller Freight" with an equitable proportion of cars yearly. And by sharing these cars in interchange, all the railroads will get full benefits sooner . . . will earn a fair share of the return on their investment. By starting this plan now the railroads can end the hot box problem by 1974, once and for all!

Your big benefits are: 1) Keeping bearing costs at a minimum by putting new freight cars on roller bearings regularly; and, 2) Earning further savings because you can set up more economical shop schedules for conversion of existing cars to roller bearings.

And add this factor. The costs of friction bearings and other things railroads use have climbed steadily. But the cost of Timken freight car bearings is less than it was 10 years ago! And the savings of full production at this unique plant will help *hold* roller bearing costs



railroads enough cars a year!

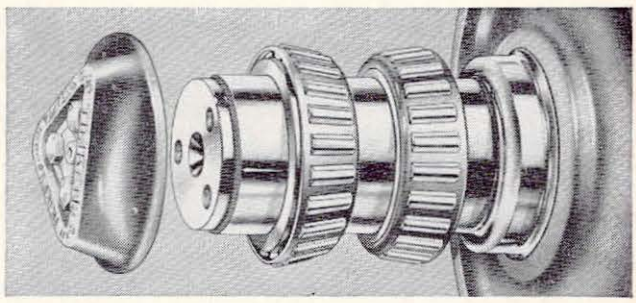
down—make it more practical than ever to go "Roller Freight".

Already 81 railroads and other car owners have over 32,000 freight cars on Timken tapered roller bearings. And savings grow as more new and older cars go on Timken bearings. Why not talk it over with other railroaders—start *now* on your "Roller Freight" plan? The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable: "TIMROSCO". *Makers of Tapered Roller Bearings, Fine Alloy Steels and Removable Rock Bits.*

Proof of performance

...Records show Timken bearings average 79,000,000 car-miles per overheated bearing compared to only 182,000 miles per setout for friction bearings.

The **TAPER** *makes Timken the only journal bearing that delivers maximum economies.*



BETTER-NESS rolls on

TIMKEN®

tapered roller bearings

First in bearings for 60 years

Here's What the Car-Fax Reports Contain

DAILY REPORTS

Loading summary: Cars loaded locally and received from connections. Each day's report is cumulative from the first of the month.

Commodity loading summary: Number of cars loaded locally and received from connections by commodities. Cumulative quantities for the current month are compared with quantities for the same period in the previous year. Commodities include: (1) grain, (2) grain products, (3) fresh fruits and vegetables, (4) other agricultural products, (5) livestock, (6) meat—packinghouse products, (7) coal and coke, (8) iron ore, (9) sand and gravel, crushed stone, (10) other products of mines, (11) lumber, (12) logs and pulpwood, (13) other forest products, (14) petroleum products, (15) iron and steel articles, (16) autos, trucks and parts, (17) agricultural equipment and parts, (18) paper and paper articles, (19) food products, (20) other manufactures and miscellaneous, (21) rail trailers (railroad owned), (22) motor trailers (motor carriers or trucking companies), (23) lcl merchandise, and (24) deadhead company material.

Commodity loading analysis: This report for each commodity group (see above for list) details the local loading by operating division and the cars received from connections by gateways. Major gateways are shown and other gateways are grouped.

Unearned revenues: Shows the revenue value of cars originated and received from connections by commodities. For accounting purposes, revenues are not recorded until the company has completed its service by delivery of the cars to consignees or to connecting lines. Projecting the revenue value of loadings in this report provides day to day information on revenue trends and an advance indication of expected revenues on an earned basis. Earned revenues are accumulated weekly.

New loads reports: Two new loads reports are prepared daily for each state. One report lists all cars originated in the state and the other report lists all cars destined to the state. The principal purpose of these reports is to provide traffic agencies daily information on cars moving into and out of their territories. The agency personnel use these reports to (a) keep currently informed on movements to and from their customers; (b) advise customers of the movement of their cars by using these reports in conjunction with the car movement report; (c) detect short haul traffic for which more advantageous routings can be solicited.

State loading summary: Shows the total number of cars for each state, province, country, etc., by origin and by destination. Daily and month to date totals are included along with the increase or decrease from the previous year in a month to date total. The primary purpose of this report is to provide the basis for indicating traffic trends by states throughout the month.

Equipment loading summary: This daily report shows local loadings by kind of cars, segregated between system and foreign. Actual loadings as shown in this report are used as a guide in the determination of car requirements for car distribution purposes. Data on the loading of foreign cars are used to control the use of such cars.

Empty car location summary: Any plan for controlled car distribution must recognize as one factor the available supply of empty cars. The empty cars of each kind are summarized into approximately 45 location groups, consisting of 37 key distribution points and an all-other-stations group for each division. The cars located at each station are classified by destination shown for the cars when they arrived at the station.

Summary of cars on line: This report is prepared daily and each day's report includes the data for each day since the first of the month. The day's loadings shown for loads is the number of days' loadings represented by the loads on line, based on current local loadings and receipts from connecting lines. The day's loadings shown for empties is the number of days' loadings represented by the empties on line, based on current local loadings and receipts from connecting lines. Receipts from connections have been included as a factor in this calculation since these receipts contribute to the supply of empties, although they do not affect empty requirements. These two relationships should develop general, overall standards for the number of loads and empties on line. The primary purpose of this report is to provide management with information for overall evaluation of per diem expenditures.

Empty car forwardings: This report shows the movement of empty cars out of selected terminals on a daily basis. The detailed report lists the individual cars forwarded to each destination and shows the total system and the total foreign cars for each destination by kind of car. The second part of this report summarizes the totals from the detailed report for each terminal. These reports are used by the car distributors to determine if sufficient cars are in transit to points where cars are needed and when the cars should arrive.

Cars received from and delivered to connecting lines: The report of cars received from connecting lines shows the cars received at each junction from each connecting line. The report of cars delivered to connecting lines shows the cars delivered to each connecting line at each junction. Each report classifies the cars between loads and empties and by kind of cars. The report for deliveries is used to determine the cars which have been delivered to apply against car service orders.

Per diem distribution to divisions: This daily report accumulates the equivalent per diem value of cars on line by divisions. C&NW officials expect to establish a relationship between loadings and unloadngs on a division with the cars on hand and to create a company-wide consciousness of per diem costs.

Central tracing and per diem record: This record is a daily listing of cars on line, showing the last completed movement, arrival or interchange for each car and all such movements reported during the current day. A back reference to the listing which shows the next prior move for each car is included, so that all moves for a car can

be traced by reference to these daily listings. Two records are created from a single listing. The left section of the listing has been designed specifically for the use of a central tracing bureau for locating movement records. The right section contains basically the same data and certain additional statistics for car accounting purposes, and eliminates the requirements for detailed monthly car movement listings. After printing, the listings are cut to separate the two records. These listings are in car number sequence and are divided into 100 sections, based on the last two digits of the car number.

Car movement report: This report is primarily for car tracing in agency offices and is also used for this same purpose at selected terminals on line. The report is prepared daily and includes departures and interchange reported between 11 a.m. on the previous day and 11 a.m. on the current day. The reports are air mailed to the various offices, to be available on the following morning. When a car is bad ordered, "bad" is shown in this report to indicate that the car is included in the bad order report and may be delayed. When the car is released, "OK" is shown in the report to indicate that the car has been repaired and is ready for movement.

Bad order report: Bad order set-outs report lists cars which have been set out because of mechanical difficulties or shifted loads. Each car set out is included in this report each day until repaired and released for movement. The bad order releases report lists the cars which have been released. These reports are used as the basis for informing customers of delayed cars and to follow up the repair and release of such cars.

Flash listings: All departure, arrival and interchange reports received on the transceivers are listed hourly. These "flash listings" are filed by terminal at the central tracing rotary table and provide the tracing clerks with current information on car movements throughout the day. All flash listings are superseded daily by the central tracing record, which is available each morning and includes all reports received on the previous day.

A weekly report on earned revenue is prepared. For accounting purposes revenues are reported as earned when the cars are delivered to consignees or to connecting lines and this report is prepared on that basis. This report of earned revenues is prepared for four 7 day periods in each month, and for the period between the 28th and the last day of the month.

MONTHLY REPORTS

Regional traffic summary: A regional summary report is prepared for each region. The all-regions summary report combines the totals from the regional summaries into an overall summary. These reports show traffic forwarded from the regional territories and separate reports are prepared on a received basis. These reports provide for ready analysis of the sales performance of the individual agencies and the regional groups.

Agency commodity report: These monthly reports indicate traffic trends in each territory by commodity. Separate reports are prepared for cars forwarded and cars received. These reports are used to localize overall commodity variations to agency territories and are of particular benefit to staff officers assigned responsibility for specific commodities.

Agency firm summary: These reports forwarded and received for each agency, provide a means for ready analysis of traffic from and to each agency territory by firms. Increases and decreases in cars or revenue are readily apparent for follow-up by the sales agent, the general agent and the regional traffic manager.

Shipper and consignee analysis: Summarize the traffic by shipper and by consignee. A report for cars forwarded by a selected firm is prepared as well as a separate report for cars received. Separate reports are prepared for the firms requested by the various agencies, and the cars for the smaller firms are combined. These reports are primarily for the use of traffic agency personnel. A study of each firm's reports as part of the solicitation plan reveals (1) commodities handled, (2) gross revenue value, (3) possible improvements in routings, (4) movements previously handled which have been diverted, (5) new movements to be followed up with the customer, (6) whether or not traffic promised has been actually received, (7) data essential for rate studies.

Controlled firm summary: These reports combine the traffic from or to each plant into a single report for multiple plant customers. These reports include all plants regardless of location, while the agency firm summaries include only those plants located in each agency's territory. These consolidated reports show the overall traffic volume of certain firms and aid in solicitation in firms where routings are controlled from home or regional offices.

Gateway report: The gateway report, by commodities, is prepared for each gateway shown separately on the summary report. Separate reports are prepared for cars received and for cars delivered, and detailed listings of the individual cars will be available for special studies. These reports are used to detect trends in traffic and to determine volumes by commodities and by connecting lines, for consideration in scheduling train operations.

Cars on line empty: A summary report is prepared based on the empty cars on line at the end of each month. The report lists the empty cars, based on the number of elapsed days since the last reported loaded movement of each car. The increase or decrease is based on the previous month to indicate the current trends. The report is supported by a more detailed report classifying the number of cars in each age bracket by kind of car. This highlights the storage of certain cars during off season periods. Detailed listings of individual cars, showing their present location, are also available.

Car detention summary: Car detention time has been classified by type of movement. (a) Load-same load: These are loaded cars moving through the terminal. (b) Load-new load: These are cars arriving loaded, which are unloaded and reloaded before departure. (c) Load-empty: These are cars arriving loaded and departing empty. (d) Empty-load: These are cars arriving empty and departing loaded. (e) Empty-empty: These are empty cars moving through the terminal. The car detention detail report acumulates the number of cars, the total hours, on a daily basis, and these totals are used to accumulate the data for calculating the average hours for the month in the car detention summary report.

Hire of freight equipment: This report provides a summary of per diem by kind of car and related equipment costs. Car utilization can be measured on a general basis by the net income or expense for each kind of car.

C&NW LIKES CAR-FAX

(*Continued from page 19*)

card are set aside for accumulating all new loads to be reported to the Car-Fax headquarters. Cards on new loads normally are accumulated and transmitted between 10 p.m. and 3 a.m. to Car-Fax headquarters in Chicago.

For train departures from initial terminals, a No. 1 punched card for each car and a No. 3 card, special instructions where applicable, are needed to report the train's departure. Before departure of the train, punched cards are arranged in train order from the head end. If cars are to be set out en route, divider cards are placed in front and behind cards for any cars to be set out at an intermediate mechanized yard. Car-Fax headquarters can therefore identify cars to be set out, and will relay this information to the proper yard. The deck of cards for the train, with a header card giving train information, is run through an accounting machine, which prepares the conductor's wheel report. The conductor takes with him two copies of the wheel report and the freight waybills.

After the train departs, the deck of cards (with the header card and a caboose card indicating the time of departure, conductor's name, etc.), is put in the IBM transceiver. Next, the operator, using the phone circuit associated with the transceiver, calls Car-Fax headquarters, telling them that the yard is ready to send a train consist report on the train's departure. The operator at Car-Fax headquarters will "dial" the yard onto the circuit so transmission can be started.

The transceivers operate at the rate of 10 cards per minute. Thus, it takes only 10 or 15 minutes to handle a train consist. When transmission is completed, cards at Car-Fax headquarters are used for preparing the various reports. A flash listing is prepared by putting the cards through an accounting machine. This listing is given to Car-Fax tracing headquarters in an adjacent office.

Car-Fax headquarters also takes the cards which pertain to cars to be set out at an intermediate point. The cards, with the appropriate header card to indicate the train number and train information, are placed in an IBM transceiver for transmission to the intermediate yard. A clerk uses the phone circuit associated with the transceiver circuit to call the intermediate yard, telling them that he has a list of cars to be set out. The yard clerk sees that his transceiver is loaded with blank punch cards, and tells the Car-Fax headquarters clerk to send. After dialing the transceiver, the operator at Chicago presses a start button and the punched card information is sent to the intermediate yard.

If cars are to be picked up at an intermediate yard by this train, the yard will prepare punched cards for the cars to be picked up, and, with an appropriate header card, will transmit the information to Chicago.

The Chicago headquarters relays the information concerning cars picked up at an intermediate yard and also cars set out at an intermediate yard, to the final or terminal yard for the train. The train consist as sent from the initial yard on the train's departure, is relayed by Car-Fax headquarters to the terminal yard (destination of train). From these consist cards, an advance train consist and switch list is prepared, enabling the yardmaster to preplan his switching operations.

After the train arrives and cards are made out for cars not previously having cards, the cards are arranged into groups representing all cars which move between the same two stations. A divider card is inserted in front of each card group to indicate the station from, the station to, and miles. The cards are then used to transmit arrival information to Chicago. These groups of cards are preceded by a header card of train information and followed by a caboose card and an end-of-report card.

From Idea to Fact in Two Years

North Western management began planning for Car-Fax in 1957. That entire year was spent with the accounting firm of Arthur Andersen & Co. working out the plans and details of the Car-Fax system. Also working with the railroad were International Business Machines Corporation, which furnished the transceiver and data processing equipment, and American Telephone & Telegraph Co., whose circuits are used. The railroad is leasing the IBM equipment and AT&T circuits.

One of the big problems in planning such an installation was where to locate the mechanized field stations. One object of the system, of course, is to "catch" as many cars as possible each day. As presently set up, all time freights originate and terminate at one of the field stations. Individual cars may pass several field stations a day. Hence, it is common to have the central tracing record show a freight car passing through two or more yards.

Field stations were selected on the basis of train movement and were located where train movements were concentrated. This, of course, included interchange points. Although the North Western has 222 interchange points, 80% of interchange movements occur at the Car-Fax stations.

The study and planning for Car-Fax was completed by the end of 1957. The system was installed during 1958. First transceiver installations were in South Dakota and Wyoming, the west end of the railroad. Simultaneously, Car-Fax headquarters was set up at the Ravenswood accounting office in Chicago. To be of any use even to the first field station, Car-Fax headquarters had to be able to receive punched card information and process it. Traffic is lightest at the west end of the C&NW system.

As personnel both at the field stations and at Car-Fax headquarters became accustomed to handling greater volume of punched cards, installation was able to proceed more rapidly. One of the next Car-Fax stations to be put in service was at Proviso yard, the North Western's large retarder classification yard just west of Chicago. All field stations have one transceiver, except Proviso and Butler, Wis., which have two each. Twenty transceivers are in Car-Fax headquarters in Chicago. Up to four stations can be handled at once on one transceiver circuit.

Most Car-Fax field stations are in previously existing structures, such as freighthouses, yard offices or passenger stations. In nearly all cases, the buildings were rehabilitated, at least to the extent of installing air conditioning. In some cases, sound deadening material in the ceilings, and fluorescent or new lighting, was installed. At Crystal Lake, Ill., one-half of the passenger station waiting room was utilized for the Car-Fax field station. At Fortieth Street, Chicago, a new building was constructed which also houses the local agent's offices as well as welfare facilities. Most offices have air conditioning, which is desirable for operation of the transceivers and other IBM data processing equipment.

As with any new system, extensive training was needed to enable C&NW personnel to operate Car-Fax. As expected, the system required additional personnel, not only at Car-Fax headquarters in Chicago, but at some of the field stations. In late 1957, North Western set up a group of 25 instructors who took a five-week course in Chicago on Car-Fax operations, and also in accounting methods and procedures. The course included instruction by IBM on use of its equipment. The 25 instructors supervised the installation and setting up of the Car-Fax field stations, and trained the clerks and telegraphers to use the transceivers and IBM equipment at the 68 stations. The training program is continuing. Other North Western personnel working in the Car-Fax system are taking additional training in integrated data processing.

Current Railroad Questions

Problem: How Would You Load Cars to Cut Empty Miles?

Our car service quiz based on the April 1, 1958, revision of car service rules was presented in this space on February 23 (p.36). The solution is below. The names of the railroad employees, and others, who submitted correct solutions are also listed. About 80% of the answers received were correct.

It will be noted that all but three cars were at home at destination. It was okay to apply the CASO car on the Evansville load because the NYC had a road haul from Marion, O. Had the car been used to Evansville via any other route, the NYC would have not accepted it as home there.

The mileage to home junction of the RDG car from Baltimore is approximately the same via the B&O or PRR, as is that of the SOU car from Gulfport via the IC or L&N.

The returns from those roads which circularized the Quiz to their transportation and car service employees was impressive. Many of the answers asked for more Quizzes. We'll think about it. . . . *G.C.R.*

DESTINATION	CAR USED	MILES TO HOME JUNCTION	
Akron, O.	ERIE	0	
Baltimore, Md.	RDG	69	(Elsmere Jct.)
Beaumont, Texas	MP	0	
Casper, Wyo.	CNW	0	
Colorado Springs, Colo.	FWD	0	(Home on C&S)
Decatur, Ill.	B&O	0	
Evansville, Ind.	CASO	0	(Routed ERIE-NYC. Road haul on latter into Evansville.)
Gulfport, Miss.	SOU	70	Hattiesburg, Miss.
Lincoln, Neb.	UP	0	
Louisville, Ky.	MONON	0	
Milwaukee, Wis.	C&O	0	
Nashville, Tenn.	L&N	0	
Richmond, Va.	N&W	27	(Petersburg, Va., via ACL as per CSO No. 90)
Syracuse, N. Y.	DL&W	0	
Tulsa, Okla.	SLSF	0	
		166	

AAR-CAR SERVICE DIVISION: W.C. Anderson, field secretary, Northwest Shippers Advisory Board, Minneapolis, Minn.; R.F. Coldren, car service agent, Minneapolis; J.S. Fuller, car service agent, Chicago; Hazel Picha, stenographer, Minneapolis; H. Gordon Randall, district manager, Detroit, Mich.; John M. Schercinger, clerk, Washington, D.C.; R.E. Shelgren, car service agent, Boston, Mass.; Bruce Woodbury, car service agent, Detroit.

ATLANTIC COAST LINE: Leonard A, McLean, foreman, Waycross, Ga.

BESSEMER & LAKE ERIE: T.J. Cunningham, traveling car agent, E.L. Maurer, demurrage agent, and F.T. Westmeyer, superintendent transportation, all at Greenville, Pa.

CAMAS PRAIRIE: E.W. Richey, chief train dispatcher, Lewiston, Ida.

CANTON: M.A. Myers, traffic manager, Baltimore, Md.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC: Ernest A. Lehman, trainman, Madison, Wis.

CHICAGO & NORTH WESTERN: H.C. Janvrin, agent, Harwarden, Ia.

CHICAGO & WESTERN INDIANA-BELT OF CHICAGO: John H. Schroeder, stenographer-clerk, office of president and general manager, Chicago.

DELAWARE & HUDSON: Don Wilkinson, general agent, freight department, San Francisco, Calif.

DELAWARE, LACKAWANNA & WESTERN: H.M. Schneider, statistician, New York.

ERIE: Freight Agent, Mansfield, Ohio (Name not given); Ernest A. Abrams, relief yard clerk, Newark, N.J.; H.D. Adams, agent, Ashland, Ohio; C.E. Benedict, foreman, freight house, Hornell, N.Y.; H.J. Beyea, assistant foreman, Hornell; E.A. Blair, supervisor, stations & car service, Marion, Ohio; Frank A. Brady, chief clerk, Croxton Yard, Jersey City, N.J.; H.H. Brown, agent, Weehawken, N.J.; H.G. Collins, Sr., transfer, Hornell; J.K. Cubby, agent, 28th St., station, New York, N.Y.; William G. Cuddeback, yard clerk, Port Jervis, N.Y.; R. Cusick, foreman, dock #8, Jersey City; F. Damato, clerk, Rutherford, N.J.; Vernon Danals, agent, Wadsworth, Ohio; Thomas Decker, car distributor, Hoboken, N.J.; W.E. Dernan, agent, Port Jervis; A.A. DeVito, agent, Rutherford, N.J.; N.J. DeVito, agent, Paterson, N.J.; R.W. Dilger, clerk, Port Jervis; R.L. Downing, trainmaster, Hoboken, N.J.; F.J. Droit, agent-yardmaster, North Tonawanda, N.Y.; J.W. Duffy, chief clerk, RFE-TM, Port Jervis; H.J. Gaherin, chief clerk, Weehawken, N.J.; E.J. Garafino, agent, Franklin Ave., Nutley, N.J.; D.H. Gorman, car distributor, Marion, Ohio; Henry Goyer, general foreman, Hornell, N.Y.; W.J. Hanley, chief clerk, Newark, N.J.; W.C. Harbourne, freight agent, Newark, N.J.; David W. Hemer, yardmaster, Paterson, N.J.; E.V. Hermance, agent, Clifton, N.J.; W.L. Hertle, chief clerk, Barberton, Ohio; B.B. Hill, agent, North Lewisburg, Ohio; D.P. Jarrell, cashier-typist, Mansfield, Ohio; C.D.

(*Continued on following page*)

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions and when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

CURRENT RR QUESTIONS

(*Continued from preceding page*)

Johns, reconsigning clerk, Akron, Ohio; John Jordan, rate and bill clerk, Galion, Ohio; Earl W. Jones, Jr., rate clerk, Ashland, Ohio; W.M. Joyce, rate clerk, Lockport, N.Y.; G.C. Kalle, assistant agent, Weehawken, N.J.; E.W. Kane, freight and ticket agent, Passaic, N.J.; John M. Kelly, relief foreman freight house, Hornell, N.Y.; John R. Kinney, chief yard clerk, Port Jervis, N.Y.; I.A. Knepp, rate and ticket clerk, Wadsworth, Ohio; William L. Lane, demurrage and car clerk, Passaic, N.J.; R.F. Layer, chief clerk, Mansfield, Ohio; Edward G. Lukow, inspector of operation, Jersey City, N.J.; L.F. Mayo, agent, Batavia, N.Y.; J.W. McDonald, agent, Fairlawn, N.J.; L.M. Moore, car distributor, Salamanca, N.Y.; Wm. J. Moynihan, clerk, Newark, N.J.; F.F. Moniot, demurrage clerk, Newark, N.J.; A.D. Mumaw, cashier, Ashland, Ohio; John F. O'Connor, inspector of operation, Jersey City, N.J.; M. O'Grady, foreman, Jersey City,; B.K. Osborne, general clerk, Mansfield, Ohio; R. Paxton, foreman, Dock #8, Jersey City; E.B. Peake, agent, Creston, Ohio; Ralph E. Peters, assistant foreman, Hornell, N.Y.; J.H. Plum, chief clerk, Urbana, Ohio; H.A. Rhoads, trainmaster, Hoboken, N.J.; E.A. Robinson, agent, Ravenna, Ohio; J.J. Rohan, car distributor, Hornell, N.Y.; James H. Romine, chief clerk, Galion, Ohio; T.C. Rooney, chief car distributor, Hoboken, N.J.; R. Routh, general foreman, Jersey City, N.J., A. Salzman, agent, Hackensack, N.J.; T.E. Schlingman, yard clerk, Ashland, Ohio; Thos. A. Schlling, chief clerk, freight, Paterson, N.J.; C.W. Schroeder, assistant agent, East Ferry Street, Buffalo, N.Y.; R.L. Smith, freight agent, Hornell, N.Y.; Phillip A. Snyder, chief clerk, Ashland, Ohio; F.P. Thompson, general yardmaster, Jersey City, N.J.; J.S. Todd, agent, Galion, Ohio; John L. Tomlin, agent, Urbana, Ohio; Ralph S. VanInwegen, general yardmaster, Port Jervis, N.Y.; L.J. Vernol, chief clerk, Newburgh, N.Y.; Frank J. Volpe, chief clerk, Passaic, N.J.; J. Welsh, general foreman, Weehawken, N.J.; C.H. Williamson, agent, Richwood, Ohio; H.L. Wood, freight agent, Newburgh, N.Y.; E.E. Woodford, rate clerk, Mansfield, Ohio; Richard H. Young, stenographer, superintendent's office, Hoboken, N.J.

GRAND TRUNK WESTERN: Rodger Darling, typist-clerk, Chicago, Ill.

GREAT NORTHERN: J.D. Aitchison, agent, Fisher, Minn.; James J. Boettner, assistant to general superintendent of transportation, St. Paul, Minn.; Leo. C. Bolger, passenger car clerk, St. Paul; G.L. Brennan, agent, Kalispell, Mont.; D.N. Brimble, telegrapher, Tacoma, Wash.; E.E. Brink, car service agent, Great Falls, Mont.; O.J. DesJardins, car distributor, Grand Forks, N.D.; L.L. Flynn, agent, Havre, Mont.; M.W. Foster, agent, Klamath Falls, Ore.; John A. Fraser, assistant to assistant superintendent, Havre, Mont.; M.L. Iverson, freight agent, West Fargo, N.D.; S.A. Mackey, Whitefish, Mont.; R.R. McEnary, trainmaster, Superior, Wis.; A.H. Benson, assistant agent, Superior Dock, Wis.; William R. Piepgras, car distributor, St. Paul, Minn.; R.J. Purviance, agent, Grafton, N.D.; G.B. Rasmussen, car distributor, Grand Forks, N.D.; George A. Street, assistant car distributor, Spokane, Wash.

ILLINOIS CENTRAL: R.P. Stair, operator-leverman, Champaign, Ill.

LOUISVILLE & NASHVILLE: T.M. Mitchell, assistant claim clerk, Montgomery, Ala.; M.S. Womack, assistant trainmaster, Chattanooga, Tenn.

MONON: R.L. Barnard, train dispatcher, Lafayette, Ind.; C.C. Robinson, superintendent car service, Lafayette.

NEW YORK CENTRAL SYSTEM: George W. Billmyer, III, industrial engineer, Weehawken, N.J.; A.L. Clark, designer yard co-ordination committee, Syracuse, N.Y.

MISSOURI PACIFIC: H.S. Holland, Jr., St. Louis, Mo.; Ray Magee, yard clerk, DeQuincey, La.

NICKEL PLATE: Cletus A. Bille, clerk, Cleveland, Ohio; J.G. Hoge, clerk, Cleveland, Ohio.

NORTHERN PACIFIC: Norm S. Livers, livestock agent, West Fargo, N.D.

PENNSYLVANIA: William J. Bailey, carload service bureau, Philadelphia, Pa.; J.F. Duink, agent, Hudson, Ohio; C. Edgar Williams, district sales manager, Erie, Pa.

PATAPSCO & BACK RIVERS: D.W. Kleinhans, locomotive engineer, Baltimore, Md.

SANTA MARIA VALLEY: E.E. Brockman, general freight agent, Santa Maria, Calif.

SOUTH BUFFALO: David I. Hosmer, assistant supervisor maintenance of way, Lackawanna, N.Y.

SOUTHERN PACIFIC: D.F. Meyer, wire chief, Bakersfield, Calif.; Don W. Speer, assistant director, training, Los Angeles.

UNION: C.J. Taylor, cost analyst, East Pittsburgh, Pa.

WESTERN MARYLAND: L.B. Moser, assistant to superintendent transportation, Hagerstown, Md.

OTHER THAN RAILROAD EMPLOYEES: Charles L.E. deGaugue, Johns-Manville Co., Manville, N.J.; Wayne Haley, general traffic manager, Fourco Glass Co., Clarksburg, W. Va.; Ralph W. Hoop, Buckeye Steel Castings Co., Columbus, Ohio; Howard Hosmer, ICC examiner, Washington, D.C.; William M. Kicher, New York & Pennsylvania Co., New York, N.Y.; Julien H. Lecompte, Santa Monica, Calif.; Ted Lins, Milwaukee, Wis.: R.T. Loveland, office manager, Russell Miller Milling Co., Buffalo, N.Y.; L.H. Martin, general traffic manager, Gould-National Batteries, Inc., St. Paul, Minn.; J. Robert Morton, assistant to the president, Vega Industries, Inc., Syracuse, N.Y.; Albert L. Peterson, traffic manager, Central Illinois Public Service Co., Springfield, Ill.; L.C. Philips, assistant traffic manager, Houston Port Bureau, Houston, Tex.; George D. Powell, Charlotte, N.C.; John Powell, Americus, Ga.; Carlisle Schade, superintendent, Wabash Frisco & Pacific Assn., St. Louis, Mo.; Ralph J. Staunton, associate transportation rate expert, Public Utilities Commission of California, San Gabriel, Calif.; James Wilson, president, Steamship Historical Society of America, Inc., Staten Island, N.Y.; Lionel C. Wolfe, executive secretary, Traffic Managers Conference of Southern California, Los Angeles.

Current Publications

HOW TO PACK IT. 32 pages. Illustrated. Available from Hinde & Dauch, Division, West Virginia Pulp and Paper, Sandusky, Ohio.

This booklet offers information on selection of corrugated packing for new or existing products. One section is devoted to basic box designs; a second section illustrates and describes 56 box designs developed to meet specialized product and marketing requirements.

RAILROAD CROSSBUCKS AND SIGNS. 8 pages. Illustrated. Available from Kaiser Aluminum & Chemical Sales, Inc., Dept. RA—NR-31, 919 North Michigan avenue, Chicago 11, Ill.

Kaiser's brochure gives engineering information and installation data for such products as extruded crossbucks, roadway signs, station identification signs, temporary signs, mounting posts and aluminum fasteners.

DUMP CARS. 6 page folder, illustrated. Magor Car Corporation, Dept. RA, 50 Church St., New York.

Describes features and advantages of Magor air dump cars.

MACHINING ALUMINUM. 32 pages. Illustrations, charts. Available from Reynolds Metals Company, Dept. PRD-3, Box 2346, Richmond 18, Va.

Reynolds' reference handbook contains charts on tooling, speeds and feeds, plus text material on general machining and on aluminum turning, milling, shaping and planing, drilling, reaming, tapping and threading, filing, sawing and grinding practices.

What's Ahead for the Alaska?

Statehood for Alaska is producing complications for the Alaska Railroad. The problem: How will the ARR fit into the transportation development of the new state? And under whose jurisdiction will it operate?

Part of the answer to the first question may come from studies planned by the Alaska International Rail and Highway Commission. Hearings on Senate Bill 1508 (scheduled to begin this week) will probably clarify the jurisdictional issue. The principal object of S. 1508: To make ARR subject to the Interstate Commerce Act and related laws.

Alaska's switch from territorial status to statehood has put a new spotlight on the lack of efficient, economical transportation facilities linking the 49th state with the other 48.

It has also focused attention on the regulatory confusion that now exists—the government-owned, mostly unregulated ARR vs the privately owned, ICC- and state-regulated carriers. Division of authority also exists within the new state itself.

The ICC has already moved to bring the Alaska under the same regulatory control that applies to other roads. The Senate Interstate and Foreign Commerce Committee is scheduled to begin hearings this week on a bill introduced by Chairman Warren G. Magnuson, at the Commission's request.

The greatest impact of such legislation may be on the Alaska's ratemaking practices, over which the ICC has had no authority. ARR rates are set by the road itself, subject to direct control by the Department of the Interior. (Tariffs have been filed with the ICC for a number of years, but only for informational purposes).

In practice, the Alaska hasn't been arbitrary or capricious in its treatment of the private shipper. Public hearings are held in advance of any major rate changes. Local industries have opportunity to speak on the proposals. The result has been a rate structure somewhat higher than that of the U.S., but still "quite attractive for the development of the territory," according to a former ARR general manager.

The ICC is most concerned with the loosely woven pattern of government authority over Alaskan transportation generally. The Commission's description of the situation: "a regulatory patchwork."

According to the Commission it now has jurisdiction over:

- Motor carriers in interstate foreign commerce.
- Water carriers in interstate commerce within Alaska, except over the high seas.
- The White Pass & Yukon Railroad

The ICC has no jurisdiction over:

- The Alaska Railroad.
- Water transportation between Alaska and stateside ports, and between ports in Alaska over the high seas.

S. 1508 is one of three ICC-sponsored bills designed to eliminate what the Commission views as a situation "not in the public interest."

Sen. Magnuson's bill would subject the ARR to provisions of Part I of the Interstate Commerce Act and related acts "in the same manner and to the same extent as if such railroad . . . were privately owned and operated, except that approval of the Interstate Commerce Commission shall not be required for any extension of such railroad or for the issuance of securities."

In a report to the senator, ICC Chairman Kenneth H. Tuggle said that "we are convinced more than ever that there can be no effective regulation of surface transportation in interstate and foreign commerce within Alaska and between Alaska and the other states unless such transportation is subject to the same uniform

(*Continued on following page*)

THE ALASKA RAILROAD

(*Continued from preceding page*)

regulation as similar transportation within and between all of the other states . . .

"With the competitive struggle between the Alaska Railroad and the motor carriers for the limited amount of traffic moving in Alaska, it is our view that there can be no effective or equitable regulation of surface transportation . . . as long as one of the major competitive modes is subjected to a full measure of regulation while its chief competitor remains completely free from any regulatory control, either federal or state.

"To allow this situation to persist is not, in our opinion, in the public interest, since it will encourage and tend to perpetuate destructive competitive practices, contrary to the national transportation policy, and will have a serious adverse effect on the Alaska economy."

Thus, the last stronghold of free competition in U.S. transportation may fall. It's too early to estimate the effect ICC control might have over the ARR—but it's noteworthy that in recent years the road (now operated as a business rather than as a government agency), has made an excellent showing in the less-regulated Alaskan transport market.

Moreover, railroad officers familiar with ARR operations, can see the road serving as a base for the expected rapid development of the new state. The future of both the state and the railroad, former Alaska GM John H. Lloyd believes, lies in solving the basic transportation problem of creating an efficient, economical link between Alaska and Canada and the U.S.

The Alaska Highway (1,300 miles of it a two-lane gravel road), won't handle heavy traffic in its present state. High stevedoring costs bar the way to cheap water transportation. The oft-discussed, never-built rail link, Mr. Lloyd contends, may offer the best solution.

During his two-year tenure as ARR general manager, he urged that the road start building toward a trunkline connection. Retained earnings from prior years' net, he pointed out, could finance a start. Federal appropriations wouldn't be needed until some time later.

Mr. Lloyd (general superintendent of motive power for the Rock Island), believes that a far-seeing construction program would contribute heavily to the orderly development of the area.

"Build 100 or 200 miles a year," he urges. "Let the extension of the railroad develop its own economy. Over a 10- to 20-year period, a whole economy would develop along the railroad. The best proof of that is the territory opened up by the Pacific Great Eastern. Every move north they've made has opened up new industrial and mineral development."

The Alaska International Rail and Highway Commission has outlined a research project which might give the answers as to the engineering and economic feasibility of building a rail link. Among the topics for study:

- Capabilities and economics of existing and planned transport facilities, and anticipated improvements up to 1980.
- Location, availability and volume of resources, where their exploitation is dependent upon improved transport facilities between Alaska and other areas.
- Present and prospective markets for Alaskan resources and the competitive position of each.
- Delivered costs of marketable resources, utilizing existing transportation, and comparison with estimated costs utilizing proposed improved facilities.
- Most feasible and direct major feeder routes for rail and highway facilities in relation to the economic benefits they would produce.
- Estimated costs of construction, based on available aerial photos and route surveys.
- Economic feasibility of improved additional transport facilities from correlated cost and revenue estimates, considering the economic effect on existing carriers (and the form and extent of subsidy or assistance that might be required).
- Prospects for private capital investment in the transport facilities being considered.

ICC control of the Alaska could mean the fall of the last stronghold of free competition in U.S. transportation

The last estimates of construction, operating and maintenance costs for a new railroad were made almost 10 years ago, using cost figures for ARR rehabilitation and operating-maintenance statistics from the ARR and the PGE. The results, based on about 1,400 miles of new railroad: construction, $280,000,000 to $350,000,000; operating-maintenance, $20,000,000 to $30,000,000 annually. Neither estimate, the Rail and Highway Commission pointed out, is high enough to cover today's higher labor and material costs.

In any event, the existing 536-mile ARR will probably continue to be the major surface transportation facility in the new state for some time. Most of Alaska's population growth and development in the past 20 years has been in territory served by the railroad—from Seward north through Anchorage to Fairbanks.

The Alaska itself is in position to handle far more traffic than it now moves. The road has been well maintained in recent years. Tie renewal and ballasting are being carried out on a regular program (89 miles of track were ballasted in 1957-1958). Motive power is all diesel-electric, with a few steam locomotives retained for high-water emergencies. Heavy expenditures have been made for new rolling stock and upgrading of old equipment. Communications have been improved with the installation of a microwave system.

Financially, the road is also in good shape, although the 1957-58 recession cut into revenues and net. But in the year ended June 30, 1956, for example, Alaska showed total revenues of $17,689,498, of which $2,077,255 was carried through to net. The road's tax-free status helps the profit picture, gives the road more funds to turn back into improvements. As of last July 1, retained earnings from prior years (1954-58) totaled $4,920,000. The ratio of current assets to current liabilities was better than 8 to 1.

Freight accounts for the bulk of the operating revenues—$10,741,207 in 1957-58. But the Alaska also earned some $676,000 from carrying passengers, mail and express. According to Mr. Lloyd, it's probably doing no worse than breaking even on the passenger business.

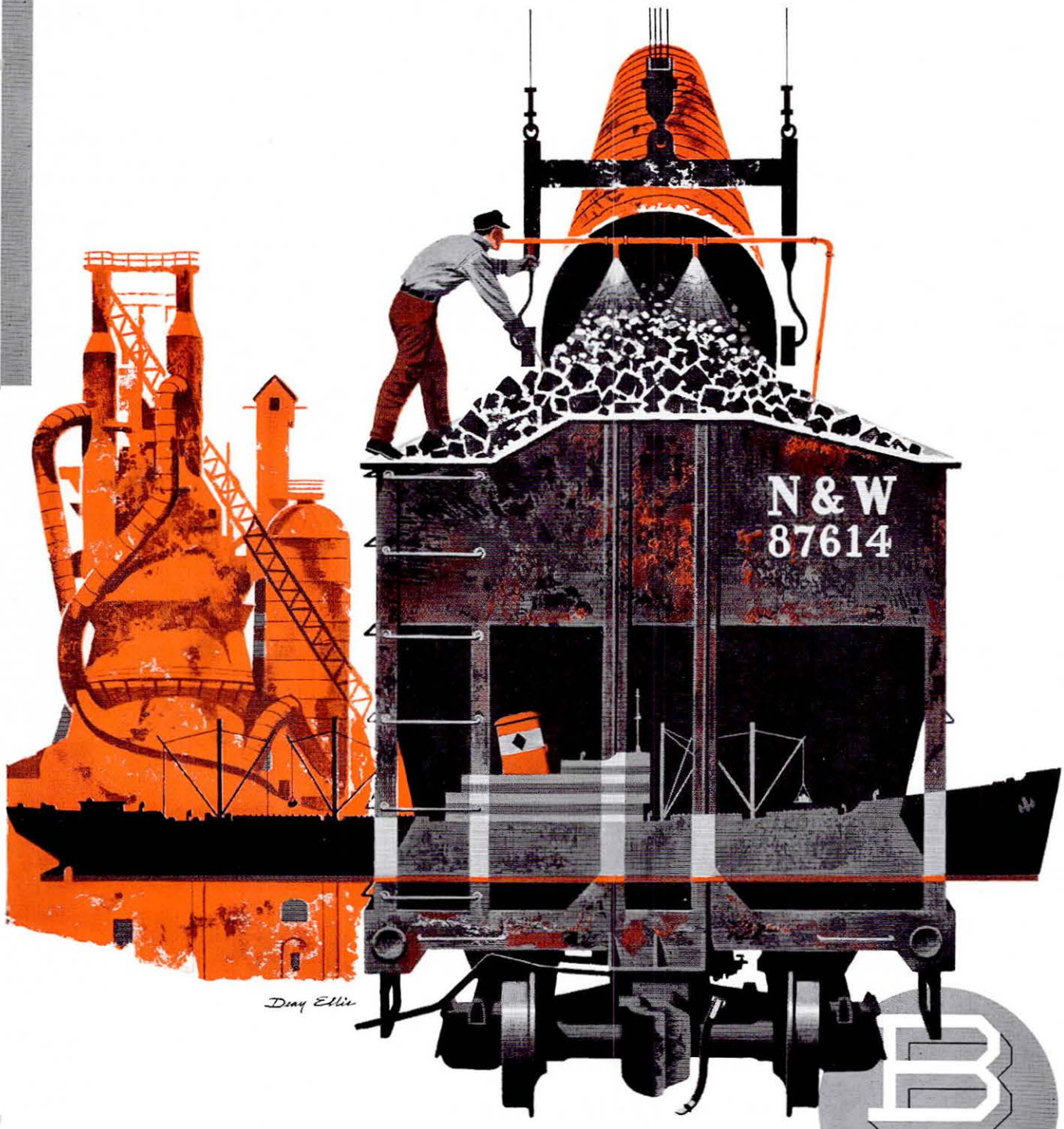
As the former general manager sees it, the ARR's physical condition "is comparable to that of [other] U.S. roads—if not better. I don't know of any U.S. short line with a better plant." He views the road as potentially a great growth property—if basic transportation problems can be solved and the state develops as expected economically.

The N&W...where Brenco Bearings are on the move!

Westward to the steel mills and the lake ports of Ohio...eastward to the coal piers at Norfolk, Virginia...the Norfolk and Western Railway carries the abundance of the six-state "Land of Plenty."

Helping this great railroad keep the tonnage moving are Brenco Bearings... products of Brenco Incorporated, where bearing specialists are dedicated to the task of producing better freight car bearings at lower cost.

Brenco Bearings...over a million in service!



BRENCO INCORPORATED

316 East Main Street, Richmond, Virginia

BRENCO BEARINGS

ONLY TWO DAYS TO PUT UP...

C&O'S NEW PRESTRESSED CONCRETE TOWER

Chesapeake and Ohio built this retarder tower with precast, prestressed concrete. A foreman and 4 men with a 25-ton crane put it up without interfering with track operations.

This structure will stay modern looking and last for many years, even under corrosive yard conditions. And except for washing the windows there's practically no maintenance! All conduits for the service leads were cast right in the pylon slabs. This tower is another example of how progressive railroads are using concrete to build for economy . . . for durability . . . for efficient operation.

PORTLAND CEMENT ASSOCIATION

A national organization to improve and extend the uses of concrete

FOR STRUCTURES... MODERN concrete

MARKET OUTLOOK *at a glance*

Carloadings Rise 2.2% Over Previous Week's

Loadings of revenue freight in the week ended April 25 totaled 647,282 cars, the Association of American Railroads announced on April 30. This was an increase of 13,736 cars, or 2.2%, compared with the previous week; an increase of 113,431 cars, or 21.2%, compared with the corresponding week last year; and a decrease of 43,507 cars, or 6.3%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended April 18 totaled 633,546 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, April 18

District	1959	1958	1957
Eastern	96,698	82,642	110,402
Allegheny	121,612	91,980	134,787
Pocahontas	52,840	42,754	64,446
Southern	119,311	106,350	124,714
Northwestern	74,434	59,174	91,454
Central Western	117,793	104,901	110,908
Southwestern	50,858	46,706	50,239
Total Western Districts	243,085	210,781	252,601
Total All Roads	633,546	534,507	686,950
Commodities:			
Grain and grain products	48,609	52,598	48,379
Livestock	5,557	5,092	5,839
Coal	105,224	95,491	139,960
Coke	10,825	5,250	11,691
Forest Products	39,707	30,908	39,632
Ore	32,363	13,222	41,498
Merchandise l.c.l.	42,494	45,891	55,737
Miscellaneous	348,767	286,055	344,214
April 18	633,546	534,507	686,950
April 11	618,359	521,160	673,944
April 4	590,133	516,247	644,092
March 28	603,755	532,273	694,922
March 21	603,178	532,997	685,836
Cumulative total, 16 weeks	9,273,724	8,548,975	10,632,116

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended April 18 totaled 8,031 cars, compared with 4,578 for the corresponding 1958 week. Loadings for 1959 up to April 18 totaled 113,841 cars, compared with 71,864 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended April 14 totaled 71,526 cars, compared with 67,062 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
April 14, 1959	71,526	28,054
April 14, 1958	66,196	26,983
Cumulative Totals:		
April 14, 1959	967,104	411,554
April 14, 1958	952,180	430,735

New Equipment

FREIGHT-TRAIN CARS

► *Northern Pacific.*—Will acquire 599 new cars, in addition to the 1,050 cars to be built or purchased in a previously announced 1959 car program (RA, Dec. 8, 1958, p. 37; April 13, p. 39). NP ordered 99 70-ton, 2,000-cu ft capacity covered hopper cars, 74 from Pullman-Standard and 25 from Greenville Steel Car. Cost of the order: approximately $938,000. Delivery is scheduled for May and June. Railroad shops at Brainerd, Minn., will build 400 box cars and 100 heavily-insulated box cars equipped with damage-prevention devices for 1960 delivery. Cost will be approximately $5,000,000.

► *Santa Fe.*—Will build in company shops 25 70-ton mechanical refrigerator cars for delivery during third quarter of this year. Cars will have 44-ft loading area and will reach minimum temperature of 10-deg below zero.

► *Seaboard Air Line.*—Ordered 1,000 box cars at a cost of approximately $11,300,000. Delivery is to be completed in August. Pullman-Standard will build 700 50-ton, 50-ft cars with 10-ft doors at Bessemer, Ala. Magor will build 300 50-ton, 40-ft cars with 9-ft doors at Clifton, N. J. The entire order will be equipped with roller bearings. The cars will be of all-steel construction, and will have nailable steel floors and unit trucks. Load-securing devices will be installed on 100 of the cars. The remaining 900 will have lading strap anchors on interior sides and doorposts. (RA, April 27, p. 71.)

PASSENGER-TRAIN CARS

► *City of Philadelphia.*—The lowest apparent bid ($24,421,519) for supplying 270 subway cars to the city has been submitted by the Budd Co.

Orders and Deliveries

► *Orders Increase.*—Orders were placed in March for 10,795 new freight cars, compared with 1,806 in February. Freight cars ordered in March 1958 totaled 193. Deliveries in March totaled 2,797, compared with 2,486 in February and 5,906 in March 1958. The backlog of cars on order and undelivered as of April 1, 1959, was 35,487, compared with 28,789 on March 1 and 38,027 a year ago.

Type	*ORDERED March, 1959*	*DELIVERED March, 1959*	*UNDELIVERED April 1, 1959*
Box—Plain	2,600	568	11,613
Box—Auto	0	0	500
Flat	325	255	1,568
Gondola	600	180	2,710
Hopper	5,500	1,153	15,030
Cov. Hopper	362	210	947
Refrigerator	1,275	295	2,010
Stock	0	0	0
Tank	121	126	795
Caboose	0	10	120
Other	12	0	194
TOTAL	10,795	2,797	35,487
Car Builders	7,370	1,766	13,689
Railroad Shops	3,425	1,031	21,798

a RAILWAY AGE time-saver page

RRs PUSH AUTO TOFC PLANS *(Continued from page 9)*

based on mileage—ranging from $8.90 per vehicle for distances up to 15 miles to $156.50 per vehicle for a 1,225-mile highway haul.

All rates are quoted in dollars and cents per vehicle shipped.

Further west, both SP and WP are continuing their experiments with auto piggyback. SP has run extensive experimental runs between Oakland, Calif., and the Pacific Northwest, using new Chevrolets, modified trailers and Clejan flat cars (RA, Mar. 9, p. 48). Rates are still in the negotiation stage.

Western Pacific has handled similar moves involving new Fords, from Milpitas, Calif., to Salt Lake City and to the Pacific Northwest (via WP-Great Northern).

Ford's assembly plant (located in 1953 in an industrial district developed by WP) is already one of the largest traffic producers on the railroad. According to WP President F. B. Whitman, it's still too early to estimate revenues from new-auto TOFC—but test runs "have been entirely satisfactory and we hope to be carrying these rigs with cars produced at the Milpitas plant between Oakland and the Pacific Northwest and possibly to Salt Lake City."

Of the three roads conducting the test runs, only SP has previously done a heavy business in transportation of new passenger automobiles. In 1957, last year for which complete commodity statistics are available, SP handled 41,212 carloads of new autos, representing gross freight revenues of almost $10,000,000. Most of the traffic originated on-line.

Western Pacific moved 4,687 carloads, divided about evenly between originated business and traffic received from connections. Revenues totaled less than $800,000. Frisco moved 2,476 carloads, originating about two-thirds of the tonnage handled. Revenues amounted to less than $500,000.

Overall, U. S. Class I roads in 1957 originated some 116,500 carloads of automobiles. The gross revenue produced: approximately $49,425,000.

Opinion varies as to the traffic that new-auto piggyback may develop. The roads involved in the tests are optimistic. Some other observers doubt that the auto manufacturers will have much enthusiasm for rail movement if it means less business for highway haulers. The experimenting railroads, however, haven't indicated any difficulties along that line thus far in their dealings with the auto industry.

CNR Wins Fireman Fight; Strike Off

Emphasis on elimination of the fireman's job has shifted to the United States. For Canadian roads, the fight is over.

The Brotherhood of Locomotive Firemen & Enginemen in Canada last week accepted for the second time the principle that firemen are not needed in yard and freight service. The immediate result was the cancellation of a strike called for 12:01 a.m. last Friday against Canadian National. The long-range result will be the eventual elimination of the fireman from almost all yard and freight operations in Canada.

The brotherhood said it chose agreement "as the wisest course at the present time." The settlement, the BLF&E noted, provides a "satisfactory degree" of job security and job protection. As for the expected hassle over the diesel issue in the U.S.: the union still feels confident that the battle will be fought under a different set of circumstances —one in which the BLF&E will be able to meet the challenge successfully.

Change Due May 1

The end in Canada came last Tuesday, after two days of conferences involving CNR and union representatives and the Canadian minister of labor. The agreement follows the general outline of settlement recommended by a Conciliation Board. Among the provisions:

CNR may begin dropping the fireman from yard and freight power whenever and wherever possible. Job and seniority rights of presently employed firemen will be protected. May 1 was the date set by the carrier for implementing this and other recommendations of the Conciliation Board report.

Wage increases totaling 9.5% will be given firemen and those engineers (in Newfoundland) represented by the BLF&E. The pattern: 2% retroactive to April 1, 1958; 5% effective May 1, 1959: 1½% effective Aug. 1, 1959: and 1% effective April 1, 1960. Firemen in CNR's western region will receive the same percentage increase in different installments: 2% retroactive to April 1, 1958: and 7½% effective May 1, 1959. The western region pay settlement, it was indicated, recognizes a lag in wage rates under the historic formula formerly in effect.

Arbitraries will be abolished. In their place a substitute pay system will be inaugurated, based on a minute-to-minute fee for performance of jobs that previously were compensated for by arbitraries.

The wage settlement agreed upon, one carrier officer noted, included accelerated increases because the union conceded the elimination of arbitraries. The original wage proposal covered increases of 2%, 3%, 3% and 1.5% in four installments.

Railvan to Carry Mail, Express

Mail and express service via Railvan will be started by Chesapeake & Ohio May 7 between Grand Rapids and Petoskey, Mich.

Three of the dual-wheel combination rail-highway vehicles will be used to launch the operation. Four more units will be added in June. The Railvans will be operated over the road to and from post offices and express offices. They'll operate in C&O passenger trains between terminals.

If the service measures up to the railroad's expectations, it's possible that Railvan's use may be extended to the movement of LCL freight. The upcoming mail-express operation, according to C&O Vice President Owen Clarke, "is but another illustration of what we are trying to do to increase passenger train revenues in order to preserve passenger train service."

Railvan was introduced in April 1956, later (November 1957) set a surface mail transportation record in an experimental run for the Post Office Department between Detroit and Grand Rapids.

The latest model Railvan, built by Visioneering Company, of Cleveland, is a lighter, stronger, more streamlined version of the prototype. It's equipped with a combination set of retractable rubber and steel wheels, side and rear doors, standard railroad coupler and truck saddle. The unit measures 26 ft in length, has a capacity of 27,500 pounds.

First Quarter Earnings Up

Most Class I railroads posted better earnings in the first three months of 1959 than in the corresponding period of recession-battered 1958. But profits are still lagging behind 1957.

A study of first quarter 1959 reports of 35 roads shows that their combined net profits were up more than 400% over first quarter 1958. However, as one eastern spokesman pointed out: "Last year's first quarter was one of the worst in railroad history. Almost anything would look good by comparison."

When compared with a more normal year—1957—the combined nets of the 35 roads are down over 30%.

Most of 1958's biggest money-makers (see chart) are continuing to do well in 1959. For others, the recession is still far from over.

For some railroads, the "improvement in earnings" means merely that their losses have so far been lower in 1959 than in 1958. The Pennsylvania, for example, cut its first quarter loss from $14,899,621 in 1958 to $6,313,900 in 1959.

Statistically, the New York Central made a tremendous jump. But again, the percentage increase is misleading. The NYC's first quarter 1959 profit of $173,618 looks good only when compared with 1958's first quarter deficit of $17,581,693.

Here's how some other leading roads are doing in the net profit column (first quarter 1959 and first quarter 1958 listed in that order):

- Santa Fe—$12,420,288; $7,269,285; up 70.9%.
- Baltimore & Ohio—$1,260,381; $1,197,172; up 5.3%.
- Burlington—$3,836,820; $2,789,875; up 37.5%.
- New York, Chicago & St. Louis—$3,104,317; $1,473,384; up 110.7%.
- Northern Pacific—$3,726,480; $1,339,660; up 178.2%.
- Pittsburgh & Lake Erie—$2,222,434; $1,368,478, up 62.4%.
- Reading, $232,796; $34,141; up 581.9%.
- Southern—$6,473,000; $7,024,626; down 7.9%.
- Seaboard—$4,324,169; $3,862,033; up 12%.
- Union Pacific—$15,642,770; $15,781,335; down 0.9%.

The increase in railroad earnings in 1959 reflects a general uptrend in the national economy. As a whole, the nation's corporate profits in this year's first quarter were about 54% above the year-earlier period. Statistically, the railroads appear to have come along much faster, with their better-than-400% gain. However, the speed of their recovery is more apparent than real. As pointed out above, the staggering deficits many roads suffered last year give this year's improvements in the earnings picture a deceptively optimistic tinge.

Actually, many railroaders feel the recovery of the rails has not kept pace with the national recovery as a whole.

"I don't like to be pessimistic," the railroad spokesman quoted above said, "but in my personal opinion, the industry won't be out of the woods until we get far more realistic labor policies and much more freedom to compete for all the traffic we know we can efficiently handle."

1958's Biggest Railroad Earners

NET PROFITS AFTER TAX IN MILLIONS

	1958	Rank	1957	Rank	% change 1958 vs. 1957
Union Pacific and Leased Lines	$77.78	1	$78.25	1	— .6%
Atchison, Topeka & Santa Fe[1]	67.24	2	61.94	3	+ 8.6
Chesapeake & Ohio	51.70	3	67.57	2	— 23.5
Southern Pacific Transportation System[2]	47.05	4	46.65	4	+ .9
Norfolk & Western	43.50	5	44.54	5	— 2.3
Southern	30.25	6	34.07	6	— 11.2
Great Northern	27.58	7	26.64	7	+ 3.5
Northern Pacific	22.01	8	21.13	9	+ 4.2
Chicago, Burlington & Quincy	19.49	9	17.18	14	+ 13.4
Illinois Central	18.06	10	15.74	16	+ 14.7
Baltimore & Ohio	16.07	11	24.13	8	— 33.4
Missouri Pacific	15.76	12	18.45	13	— 14.6
Seaboard Air Line	15.00	13	18.67	11	— 19.7
Louisville & Nashville	13.24	14	18.59	12	— 28.8
Virginian	11.58	15	17.10	15	— 32.3
New York, Chicago & St. Louis	10.43	16	15.10	17	— 30.9
Denver & Rio Grande Western	10.39	17	13.30	18	— 21.9
Atlantic Coast Line	9.99	18	10.39	19	— 3.8
St. Louis Southwestern	8.57	19	9.46	23	— 9.4
Chicago, Milwaukee, St. Paul & Pacific	8.38	20	7.92	27	+ 5.8
Chicago, Rock Island & Pacific	8.20	21	9.70	21	— 15.5
Pittsburgh & Lake Erie	7.34	22	9.65	22	— 23.9
Kansas City Southern	6.22	23	6.42	31	— 3.1
Western Maryland	6.10	24	8.69	25	— 29.8
Texas & New Orleans	5.96	25	6.58	29	— 9.4
St. Louis—San Francisco	5.44	26	5.44	33	0.0
Western Pacific	5.11	27	4.36	34	+ 17.2
Cincinnati, New Orleans & Texas Pacific	4.27	28	6.53	30	— 34.6
Texas & Pacific	4.13	29	5.90	32	— 30.0
Wabash	4.12	30	9.18	24	— 55.1
New York Central	4.05	31	8.42	26	— 51.9
Pennsylvania	3.54	32	19.06	10	— 81.4
Delaware & Hudson	3.33	33	7.60	28	— 56.2
Chicago Great Western	3.29	34	3.55	35	— 7.3
Reading	3.28	35	10.30	20	— 68.2

[1] Includes Atchison, Topeka & Santa Fe Ry.; Gulf, Colorado & Santa Fe Ry., and Panhandle & Santa Fe Ry.

[2] Includes Southern Pacific Company; Texas & New Orleans R.R. Co., and leased lines.

Source: ICC Statement No. M-125. Due to the ICC method of reporting, T&NO is listed twice.

Erie, DL&W Set Merger Terms

Chances for a merger of the Erie and Delaware, Lackawanna & Western are now "499 out of 500."

That was the optimistic estimate of Erie President Harry W. Von Willer following last week's announcement that the two roads had reached an agreement on the treatment of stock issues under which a merger plan could go forward.

"If there's any delay [in consummating the merger]," Lackawanna President Perry M. Shoemaker added, "it's not going to be on our part." Mr. Shoemaker was referring to the boards of directors of the two railroads.

The two executives spoke at a press conference at which it was announced that, in the event of merger, Erie common share owners would receive 1¼ shares of common in the unified company for each share held, while Lackawanna common would be exchanged share for share. Erie preferred stock would not be affected under the plan. Modifications of mortgages and indentures requiring amendment are still to be negotiated.

The presidents said that "substantial savings" would result from the proposed merger. The agreement was reached two weeks after the Delaware & Hudson had withdrawn from talks following a two-and-a-half-year three-way merger study (RA, April 20, p. 42).

The plan, the presidents said, will be presented both to the stockholders of the two roads and to the Interstate Commerce Commission as soon as studies that will "confirm details" are completed. They said this would probably be "very early this fall," but could conceivably be by July 1 of this year. They felt that the complete mechanics of the merger, including ICC approval, could possibly be accomplished within a year and a half.

The merger would produce a 3,119-mile rail network with assets of approximately $737,000,000.

It was felt that, in this case, the Lackawanna would be merged into the "more modern" corporate structure of the Erie, but no new name has been determined.

Star of the North

A unique ensign characterizes the cooperative "North Star" service, in which the Maine Central, Bangor & Aroostook, and Boston & Maine unite in sending a weekday highball freight from Aroostook County, Me., to Boston in less than 17 hours. The "North Star" is also expected to be used in piggyback operations.

Featherbedding Case Outlined

The railroad industry's case against "featherbedding" was stated by President P. M. Shoemaker of the Lackawanna at last week's annual meeting of the Chamber of Commerce of the United States.

Railroad employees "have just as much at stake as anyone else in ending cost-inflating, job-destroying work practices," Mr. Shoemaker said.

He emphasized that management's fight against such practices is not against the employees "entrapped and victimized" by them. Railroaders and their companies, he said, "have mutual interests in wiping out featherbedding —and success in this great endeavor will just as surely yield mutual benefits."

The Lackawanna president cited a recent poll of public opinion which indicated that "two out of three people feel that there should be laws forbidding featherbedding practices." He then went on to express his own belief that "great numbers of union members share this view."

Mr. Shoemaker also said it was important to note that featherbedding "is not the result of a planned program of evil design or vicious intent on the part of labor." He said it results from "social lag." The working rules have "lagged far behind the quickening march of technological progress," he said.

Accenting AAR President Daniel P. Loomis' estimate that featherbedding costs "more than $500 million a year," Mr. Shoemaker said that "more than $200 million" of this results from the employment of firemen on diesel locomotives. He put the annual cost of compliance with state full-crew-laws at another $50 million. And he referred to National Railroad Adjustment Board records of cases illustrating "how jurisdictional divisions of work also result in the employment of unneeded personnel or the payment of two and three days' pay for one day's work."

Automated Waybills?

Mechanization of waybill handling is receiving attention from the Great Northern. GN's thinking is that waybills could be printed with magnetic ink and processed automatically, as some banks are now doing with checks.

By typing the waybill using upper case letters, the lower case letters on the type bars can be used to imprint a magnetic ink dot on the waybill. By proper coding, the magnetic dots could be "read" by mechanized processing equipment, thus eliminating manual handling.

'Double Bottom' Verdict Due in July; Tests Continue

"Double bottoms"—two trailers pulled by a single tractor—are still being tested on the New York Thruway. A decision on whether the practice will be allowed on a permanent basis is expected by July.

During the first two months of tests, "double bottom" rigs of six carriers made a total of 445 trips on the Thruway and paid $10,000 in tolls. Most rigs being tested are 78 ft long and weigh 90,000 to 110,000 lb—although test rules permit a maximum length of 98 ft and total weights up to 127,000 lb.

At least one accident has been attributed to the "double bottoms." A private car sideswiped and overturned the second trailer on a double rig near Syracuse, N. Y.

B&O Plans to Extend Coach Fare Reductions

Baltimore & Ohio is planning substantial reductions in round-trip coach fares on its Baltimore-Washington-Cincinnati-Louisville-St. Louis line. The tariffs have been filed with the ICC and state commissions.

The new fares, due to become effective May 23, will range from 21% to 33-1/3% below the B&O's present

standard round-trip coach fares. Tickets sold on this basis will be good for 30 days.

Reduced fares on the same basis are already in effect on other B&O main routes between Baltimore, Washington, Cumberland, Md., and Pittsburgh, and between Cincinnati, Dayton, Toledo and Detroit.

J. F. Whittington, general passenger traffic manager, said the move is designed to bring new business to the trains "in the hope that present service can be retained." The road has not had a fare increase in two years.

Under the new plan, the round-trip coach fare between Baltimore and St. Louis, for example, will be reduced from $57.00 to $44.70.

In some cases, the proposed new fares will be lower than highway bus fares.

SP Goes to Court in California Tax Fight

Southern Pacific has filed suits in 51 California counties to recover that part of 1958-59 county and city property taxes which it contends has been illegally assessed against the company.

G. L. Buland, SP vice president and general counsel, called the tax situation "an inequity which has been common knowledge for many years . . . an unjust burden to our stockholders, our shippers and our employees."

The California constitution, he added, "clearly contemplates that state-assessed and locally-assessed property are to be assessed at the same ratio of market value for purposes of taxation, and both the courts and the attorney general have so held. Yet in the face of this clear and proper requirement, Southern Pacific is assessed by the State Board of Equalization at 50% of market value, whereas property assessed by county assessors bears an average ratio to market value of only 23.7%."

Mr. Buland said the inequity has been pointed out in official surveys and was the "central finding" in a report to the California legislature's Joint Interim Committee on Assessment Practices earlier this year.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable June 1 to holders of record April 24.

ATLANTIC COAST LINE.—50¢, quarterly, payable June 12 to holders of record May 5.

BEECH CREEK.—50¢, quarterly, paid April 1 to holders of record Mar. 13.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—5% preferred, 1.25, quarterly, paid April 30 to holders of record April 20.

CLEVELAND & PITTSBURGH.— 4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable June 1 to holders of record May 8.

People in the News

ATLANTIC COAST LINE.—**C. L. Hinnant,** general freight traffic manager, Wilmington, N.C., retired April 18. **E. B. Lawrence,** assistant vice president—traffic, and **S. G. Williams,** freight traffic manager, Wilmington, transferred to Jacksonville, Fla. **H. L. Davis** and **Dan Dove, Jr.,** named assistant general freight agents, Wilmington.

BANGOR & AROOSTOOK.—**Norman J. Tardif,** sales manager—l.c.l., Presque Isle, Me., named manager, piggyback service at that point. Mr. Tardif's former duties will be assumed by members of the Northern Maine sales office in Presque Isle.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA.—The Governor General of Canada has named **John M. Woodward** to this board. Mr. Woodward has been Brotherhood of Locomotive Engineers general chairman on the Canadian Pacific's Eastern lines and first alternate assistant grand chief engineer for Canada.

BURLINGTON REFRIGERATOR EXPRESS—FRUIT GROWERS EXPRESS—WESTERN FRUIT EXPRESS.—**John J. Quinn,** vice president and general manager, Washington, D.C., named president of these companies, succeeding **John C. Rill,** who retired April 7.

LACKAWANNA.—**F. T. James,** assistant to vice president—operation, Scranton, Pa., retired April 1.

Arch McClay, formerly located at Indianapolis, Ind., appointed general agent, Buffalo, N.Y.

Effective May 1, the passenger traffic department will be located on the Upper Concourse, Lackawanna Terminal, Hoboken, N.J. The new office will consolidate the passenger traffic department office at 140 Cedar street, New York, the passenger sales and ticket office at 500 Fifth avenue, New York, and the general mail, express, baggage and milk agent's office in the Railway Express Agency building, Hoboken.

LEHIGH VALLEY.—**Rolland A. Haag,** assistant general land and tax agent, New York, appointed general land and tax agent, succeeding the late **Elmer Drake. Nathanial A. Baird,** district land and tax agent, succeeds Mr. Haag.

Jose R. de Capriles, general counsel, elected vice president.

MISSISSIPPI CENTRAL.—**L. E. Faulkner,** president, elected chairman of the board, Hattiesburg, Miss. **Arthur D. Hemelright,** chairman of the board, elected president, Scranton, Pa. **H. O. Hoffman,** superintendent, Hattiesburg, elected vice president and general manager there.

SOUTHERN.—**Cecil B. Pate,** district freight agent, Brunswick, Ga., appointed division freight agent, Macon, Ga., succeeding **Turnbull Bernard** (RA, March 16, p. 42). **James P. Lewis, Jr.,** district freight agent, Atlanta, Ga., succeeds Mr. Pate. **John A. Hanzook,** commercial agent, Rochester, N.Y., promoted to district freight agent, Palatka, Fla., succeeding **Nicholas A. Hocker,** transferred to Atlanta.

William L. Hofmann, assistant superintendent, Birmingham, Ala., promoted to superintendent, Mobile, Ala., succeeding **Versie R. Valentine,** transferred to Somerset, Ky. **Leslie Woodall, Jr.,** trainmaster, Birmingham, promoted to assistant superintendent, Birmingham division. **Jackson S. Anderson,** trainmaster, Mobile, transferred to the Birmingham division.

Anthony A. Hessling, assistant auditor of disbursements, Washington, D.C., promoted to auditor of construction there, succeeding **George J. Harris,** recently named assistant to vice president—finance, accounting taxation and valuation department, Association of American Railroads.

OBITUARY

Peter J. Weiland, 56, general manager, eastern lines, **Milwaukee,** died Apr. 25 in St. Francis Hospital, Evanston, Ill.

Willard M. Bernethy, 72, treasurer, **Chicago, South Shore & South Bend,** died Apr. 25 in St. Anthony's Hospital, Michigan City, Ind.

Supply Trade

Wyandotte Chemicals Corp. has announced formation of Productos y Especialidades Quimicas, S.A. de C.V., a new Mexican subsidiary company, owned jointly by Wyandotte and Mexican businessmen interested in the manufacture and sale of cleaning products for business and industry. The new company will have plant and office headquarters at Puebla where the J. B. Ford division products will be manufactured.

Ellis E. Hewitt, director of research and development for the Industrial Products Division of **Westinghouse Air Brake Company,** has retired. Mr. Hewitt holds patents covering functions of the main braking control incorporated in present-day railroad freight car and high speed passenger car equipments used throughout the world. He was a former chief engineer for the Air Brake division.

Reynolds Aluminum Sales Company has announced the appointment of the **Silver Steel Company,** Denver, Colo. as a distributor of Reynolds aluminum products.

John F. Considine, assistant general manager of the main car manufacturing plant, **General American Transportation Corporation,** East Chicago, Ind., has been promoted to general manager, succeeding **W. I. Jones,** deceased. **Henry Irwin,** plant engineer, advanced to general superintendent of the main plant, replacing Mr. Considine.

S. C. Prest has been appointed vice president and general manager, **Griffin Pipe Division, Griffin Wheel Company. Frank Marold** has been named vice president-sales and **O. L. Dean,** manager of operations.

S. C. Prest

Frank Marold

You Ought To Know...

Chicago & North Western has petitioned the Interstate Commerce Commission for authority to discontinue six Chicago-Milwaukee trains on May 17. North Western said it lost $387,281 on the trains in 1957 and $342,044 in 1958.

Southern is determined "not to increase any freight rate where doing so would reduce net income," President Harry DeButts has told stockholders. He said the road will continue to try to attract additional traffic by reducing rates "where this is both advisable and possible," added: "It is noteworthy that this position which Southern adopted several years ago is being accepted more and more in the industry."

Abandonment or sale will be the fate of the Chicago, North Shore & Milwaukee. It will be sold by parent Susquehanna Corp. if the ICC doesn't permit abandonment. The road lost $76,000 during the first quarter; profitable operation, according to Susquehanna officers, is just not possible. Briefs on the abandonment case are due to be filed by May 18, but no decision from the ICC is expected until December.

Merger of six New England railroads would require "a tremendous amount of preliminary exploration," but, says Maine Central President E. Spencer Miller, "Short of corporate consolidation, there is a possibility of operating, engineering and traffic cooperation, which might well produce an ultimate benefit to the New England region and its railroads." The New England Railroad Presidents' Study Committee has now authorized two separate surveys—one covering marketing and sales, another covering operating aspects of coordination and/or consolidation.

Maximum truck weight limits in Texas have been increased by a bill signed into law by Gov. Price Daniel. The new law, which permits truck weights up to 72,000 lb, will go into effect in August (RA, April 20, p. 44).

Patent rights for the manufacture and sale of Santa Fe's shock-control underframe device have been acquired by Keystone Railway Equipment Co.

Radar-operated brakes will be installed on trains running over Japan's new "super-railway" between Tokyo and Osaka, according to Japanese sources. The new line, due to be completed in five years, reportedly will permit train speeds up to 156 mph.

Canadian truckers—who, themselves, operate without any federal or interprovincial regulation — would like to tighten the screws on railroads. They have had introduced into Parliament one bill which would permit truckers "to make application to the Minister of Transport when they feel that an agreed charge unjustly discriminates against a motor vehicle operator"; another which would authorize truckers "to make application to the Board of Transport Commissioners for disallowance of a competitive rate when they consider [it] has subjected motor vehicle operators to undue or unreasonable prejudice or disadvantage."

U. S. transportation could survive a general nuclear attack and rally to save the remaining population, Chesapeake & Ohio Vice President Owen Clarke told a National Defense Transportation Association meeting at Fort Eustis, Va. He pointed out that transportation systems are "less vulnerable than conglomerate, concentrated industries in congested areas."

Outstanding students in the field of transportation management will be honored by a permanent trophy established at the University of Buffalo by the Chicago & North Western. C&NW hopes the recognition will encourage exceptional students to make transportation a career.

A series of articles on "What's Wrecking the Railroads?" has won for the St. Louis Globe-Democrat the National Headliner Club's 1958 "outstanding public service" award. Two Globe-Democrat staff writers—Louis M. Kohlmeier and Ted Schafers—were cited at the presentation ceremony in Atlantic City, N. J. The winning series was selected from among more than 2,000 newspaper entries.

Nickel Plate isn't alarmed by the opening of the St. Lawrence Seaway, says NKP Chairman L. L. White. Reason: "We think it may result in increasing industrialization of our territory and thus generate more traffic."

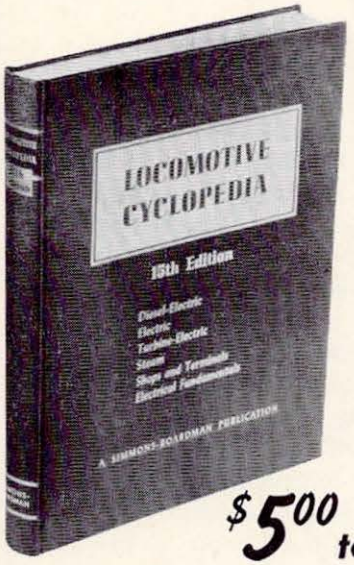
Norway's deficit-ridden railways would be modernized at a cost of nearly $143,000,000 under a government-sponsored bill now before Parliament. The nationalized system operated at a loss of some $13,000,000 in fiscal 1957-58.

Federal aid for commuter railroads is essential, says Edward Dana, general manager of Boston's Metropolitan Transit Authority. "If only part of the billions that will be expended for the new expressways could be extended toward mass transit . . . the future of the central core city might be assured," he told a Ridgewood, N.J. audience.

"Potential Effects of St. Lawrence Seaway on Costs of Transporting Grain" is the title of a 149-page study (Marketing Research Report No. 319) compiled by the Department of Agriculture. It's available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The price is 75 cents.

A proposed charter amendment, which would allow Great Northern to engage in other forms of transportation when and where permitted, will be voted on by stockholders May 14. Action toward the same or similar goals has been taken by Rio Grande and by Illinois railroads, through charter amendment or through legislative act (RA, Feb. 2, p. 7; Mar. 30, p. 58).

LOCOMOTIVE CYCLOPEDIA



15th Edition
Standard
Authority
Since 1906

Now 1/2 Price!

$5.00 to railroaders.
(others, $6.00)

QUICK DATA on diesel locomotives ... components ... shops ... servicing.

Written by and for railroaders in cooperation with the AAR Mechanical Division, this industry-accepted reference work is indispensable to mechanical officers, supervisors, purchasing agents, department heads and others. Over 600 of its 728 lavishly illustrated pages give facts on diesel locomotives, engines and parts; fuels and lubricants; controls; chassis and cabs; trucks; train heating; couplers; draft gears; brakes; shops; engine terminals; mechanical and electrical maintenance. There is a new 66-page section on electrical fundamentals as they apply to diesel-electrics. Complete dictionary of diesel-locomotive terms, bibliography and index.

Next Edition Not Scheduled— But Not Before 1963

USE THIS COUPON

Locomotive Cyclopedia
30 Church St., New York 7, N. Y.

Please send....copy(ies) of
Loco. Cyclopedia, 15th Ed.

Name.....
Address.....
City.....Zone...State.....
Railroad.....
Check enclosed ☐ Bill me ☐

CLASSIFIED ADVERTISEMENTS

Rates: $10 per column inch (1" deep x 1⅝" wide)
Equipment used or resale accepted in this section

FOR SALE railway equipment
Used—As Is—Reconditioned

Special Offerings
1—30-Ton American Diesel Locomotive Crane Complete with Generator, New 1948
3—44-Ton, General Electric Diesel-Electric Locomotives
ICC Operating Condition—Standard Gauge

2 Cupola Type Steel Underframe Caboose Cars
Cast Steel Trucks
10—70-Ton Capacity Covered Hopper Cars
15 Ore Hopper Cars, 660 Cubic Ft., 40- and 50-ton Capacity

Service-Tested Freight Car Repair Parts For All Types of Cars

Railway Tank Cars and Storage Tanks
6,000- 8,000- and 10,000-gallon
Cleaned and Tested

IRON & STEEL PRODUCTS, INC.
"ANYTHING containing IRON or STEEL"

General Office: 13486 So. Brainard Ave. Chicago 33, Illinois Phone: MItchell 6-1212
New York Office: Room 1608, 51C East 42nd St. New York 17, New York Phone: YUkon 6-4766

FOR SALE
Baldwin Diesel Electric 120 Ton, 1000 H.P. Switcher. Rebuilt 1955, less than 2000 hrs since rebuilt. Bargain Price. STRIEGEL SUPPLY & EQUIPMENT CORP., 307 Jack Street, Baltimore 25, Maryland. Phone ELGIN 5-7922.

Robert W. Hunt Company
ENGINEERS
Inspection—Tests—Consultation
All Railway Equipment
General Offices:
810 S. Clinton Street
CHICAGO 7
All Principal Cities

All the news, features and pix of operations and progress of the 40 major and other railways in

AUSTRALIA
and NEW ZEALAND etc.

appear in the local monthly railway trade journal—

RAILWAY TRANSPORTATION

56 Young St. Sydney, Australia.
Year subscription $6 to railroad and rail industry executives.

WANTED: RAILROAD OR HEAVY INDUSTRIAL SALESMAN

A small but growing Mid-West company, manufacturing and selling heavy industrial and railroad equipment, requires a man 30-45, experienced in railroad or heavy industrial sales. Must be willing to travel extensively during the week (weekends at home) and to relocate if necessary. Salary open, based on experience and performance. Write Box 882, RAILWAY AGE, 30 Church Street, New York 7, N. Y.

Advertisers' Index

Bethlehem Steel Company 3
Bird & Son, Inc. 12
Brenco, Inc. 29
Caterpillar Tractor Co. .....Inside Back Cover
Classified Advertisements 37
Edgewater Steel Co. .....Back Cover
Electro-Motive Div. of G M .....Front Cover
General American Transportation .....Inside Front Cover
General Steel Castings Corp. 11
Hunt Co. Robert W. 37
Industrial Brownhoist Corp. 8
Iron & Steel Products, Inc. 37
Jackson Vibrators, Inc. 6
Portland Cement Assoc. 30
Railway Transportation 37
Striegel Supply & Equipment Corp. 37
Timken Roller Bearing Co. 20, 21
Union Switch & Signal Div. of Westinghouse Air Brake Co. 4

Reduce Delays to Track Gangs

The term "on-track time" is used more frequently by track-maintenance men these days than ever before. The reason is easy to find. With track work being done with the most expensive track labor in history—and with costly high-production machinery—management, and maintenance officers, should be concerned about time lost by track gangs when clearing for trains.

On multiple-track lines, it is common practice to detour traffic so that maintenance gangs can work without interruption on "dead" track. Nevertheless, by far the greatest proportion of railroad mileage consists of single track. And, on single track, the time available for doing necessary maintenance work is usually confined to the intervals between train movements.

The time lost by gangs doing heavy track work when they have to clear for a train varies considerably. One estimate is that it ranges from 20 to 45 min. and averages about 30 min. With labor costing in the neighborhood of $2.50 per man-hour, it is easy to understand the anxiety a maintenance officer feels when he sees a track gang standing idle. The larger the gang the greater his anxiety. Or he may think of the matter in terms of the amount of production being lost, which is equally painful. It's money down the drain, in any case.

This situation has led to strenuous efforts to reduce such time losses. The transportation departments of many roads, alert to the high cost of track-gang delays, are cooperating by making spot adjustments in train schedules where possible to minimize interruptions to track work. However, while the operating people have an obligation to help reduce maintenance costs, they can't be expected to carry this form of cooperation to the point of causing serious delays to revenue trains.

Another form of cooperation that is gaining rapidly is aimed at making it possible for track gangs—and bridge gangs, too—to narrow the interval between the time they stop work and the arrival of an expected train. This, of course, requires the closest liaison between the supervision in the field and the operating department, especially the train dispatcher. As a means of implementing this type of cooperation the portable telephone, permitting the gang foremen to cut in on the dispatcher's line at any point, is now practically "must" equipment for every gang.

The effort to reduce gang delays by this means is now being given a large boost by the use of two-way portable radio. Where locomotives are equipped with radio, and with a portable set in the hands of the gang foreman, trains can literally be "talked" up to the gang while it is getting itself and its equipment into the clear. By this means excessive gang delays, caused when trains shown in the foreman's line-up are delayed, are entirely eliminated. Not only does the practice give the gangs more time on the track but it reduces delays to trains; often makes it possible for a train to move up to and through a gang without coming to a full stop.

A railroad that found its gangs were being delayed an average of 30 min. by passing trains estimated that the use of radio would reduce the loss of productive time to about 15 to 20 min. per train. If the reduction were conservatively figured at only 10 min. per train, the saving for a single gang in a month of 21 working days would be 14 hr. on the basis of four train movements per day through the gang. It is apparent, therefore, that large dollar savings would result, depending on the number and size of gangs equipped with radio.

•

CLOSER "MEETS" NEEDED: Delays to high-cost maintenance gangs caused by train movements can't be eliminated but they can be cut materially. It would seem the biggest opportunity for doing so lies in effecting closer "meets" between gangs and trains. The best device for achieving this end is better communications.

CATERPILLAR'S PROJECT PAYDIRT

PROJECT PAYDIRT pays off again*

NEW "ALL JOB" CAT NO. 619 225 HP TWO-WHEEL TRACTOR

First two-wheel tractor to deliver four-wheel speed and roadability!

Matched with new No. 442 Series B LOWBOWL Scraper for new high production... 14 cu. yd. struck, 18 cu. yd. heaped!

This new No. 619 Series B represents a major breakthrough in two-wheel tractor-scraper design. It is the first and only broad application two-wheel machine that combines two-wheel traction with four-wheel speed and roadability. It also affords new type unit construction and timesaving accessibility.

The No. 619's new turbocharged engine delivers 225 HP and a torque rise of 20%—for fast acceleration. With a top speed of 30.2 MPH, it can really run—and run under conditions that slow down other make two-wheel rigs.

That's because of its roadability. Advance Caterpillar design has achieved a tractor-scraper balance that "smooths out" rides to an amazing degree. This balance permits higher speeds for more cycles per day and less operator fatigue.

As for unit construction and accessibility, here's an example: A new swing-away dash allows ready access to the starting engine, air compressor and hydraulic pump. Entire left side of the engine can be exposed without having to disassemble any major components connected with the dash.

Like all achievements of Project Paydirt, the No. 619-No. 442 has been thoroughly tested. Four years of on-the-job operation prove this: This new "all-job" rig will set new performance records on a broad range of applications.

How much does this mean to you profit-wise? Of course, that depends on your jobs. But this is for sure. There's nothing like the new No. 619-No. 442 in the field today. Get the complete facts from your Caterpillar Dealer. Ask for a demonstration. See for yourself how it can step up production and profits on a wide range of applications.

Caterpillar Tractor Co., Peoria, Illinois, U.S.A.

* ***PROJECT PAYDIRT:*** Caterpillar's multimillion-dollar research and development program — to meet the continuing challenge of the greatest construction era in history with the most productive earthmoving machines ever developed.

ADDITIONAL FACTS ABOUT THE NO. 619-NO. 442

NEW NO. 442 SERIES B LOWBOWL SCRAPER has capacities of 14 cu. yd. struck and 18 cu. yd. heaped. Exclusive LOWBOWL design provides a faster loading rate with less resistance throughout the loading cycle. Also available is the 25-ton-capacity Athey PR619 Rear Dump Trailer.

UNIT CONSTRUCTION FOR EASY ACCESSIBILITY. The transmission, differential and cable control can be removed from the tractor as a single unit. The flywheel clutch can be removed as a unit with the engine in place.

PLANETARY FINAL DRIVES. By removing six capscrews in the planet carrier cover, each axle can be removed from the tractor. Use of planetary gears has contributed materially to the over-all accessibility of the unit.

OPERATOR EFFICIENCY IS INCREASED. New 2-jack steering system provides a greater amount of turning effort *coming out* of a turn than *going into* a turn. Also, for reducing ride motion, the Torsionflex seat is supplied as standard equipment.

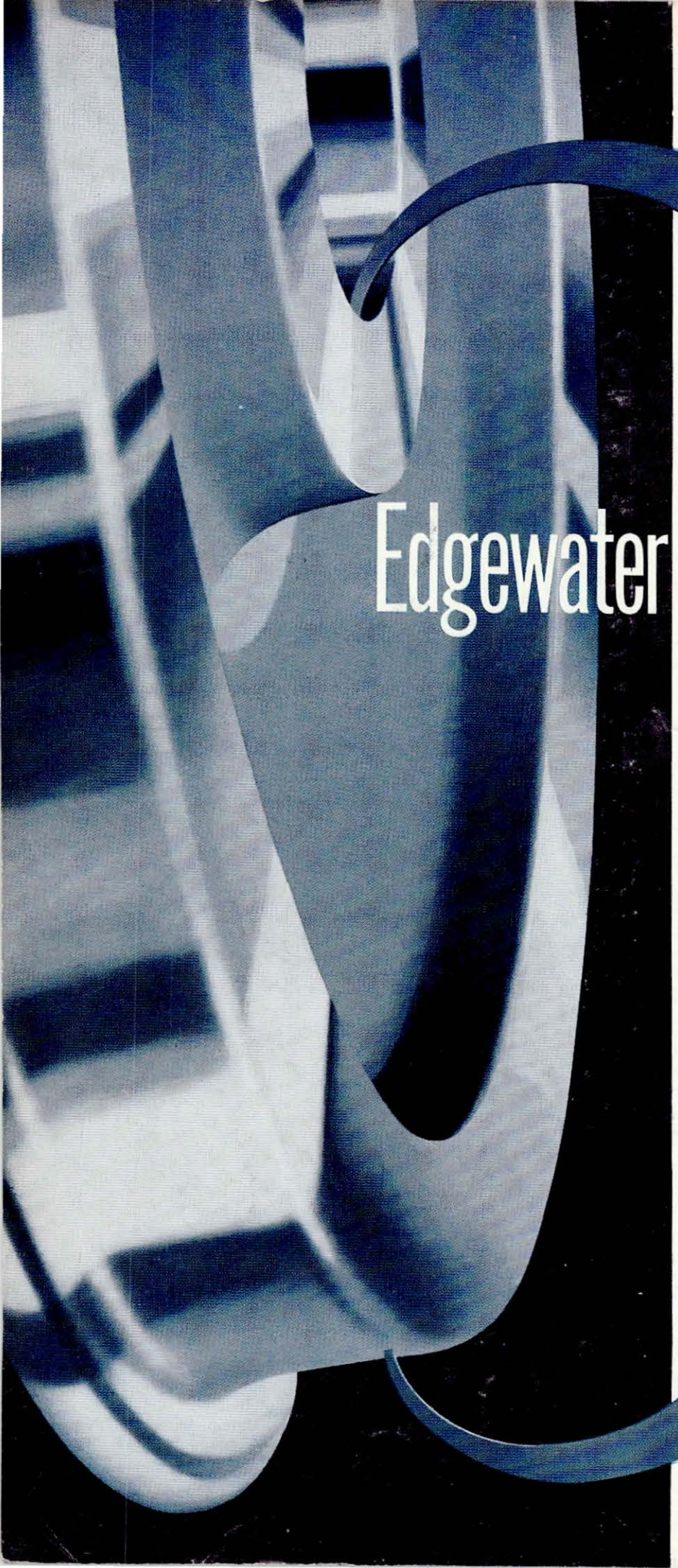
WIDE RANGE OF APPLICATIONS. The new No. 619 fits equally well on small jobs or large projects. Whether it is called on for a low-yardage finishing job or to move material at high speed, the No. 619 is the right machine.

ALSO: Six-speed forward, two-speed reverse constant mesh transmission • Standard wide-base 26.5-25, 24-ply tubeless tires all around—optional treads and ply ratings available • Choice of in-seat gasoline starting or direct electric starting • New dry-type air cleaner • Fuel tank capacity — 85 U. S. gallons • Shipping width — 10 feet, 10 inches.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

BORN OF RESEARCH PROVED IN THE FIELD



Edgewater quality

"measures up"

Every step in the manufacture of Edgewater Rolled Steel Wheels—from the making of steel to final inspection—is conducted in our own plant. As a consequence, we are able to maintain close control throughout every phase of the operation. This careful supervision assures optimum properties in the finished wheels. And that is why Edgewater Wheels "measure up" to your most-exacting requirements.

GEARED TO PROGRESS
P R I
MEMBER

Edgewater Steel Company

P. O. BOX 478, PITTSBURGH 30, PENNA.